

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

No. 21.—VOL. 2. [Registered at the General Post Office] SATURDAY, AUGUST 17, 1889. [For Transmission Abroad as a Newspaper.] PRICE ONE PENNY.

## AS OTHERS SEE US.

*Resolution passed at meetings of seafaring men in London, Liverpool, Glasgow, Cardiff, Hull, Sunderland, Dundee, Shields, and other ports.*—"This meeting pledges itself to support SEAFARING."

*Ship Masters' and Certificated Officers' Union.*—"Having the largest circulation in the world of any paper connected with shipping, SEAFARING is the best medium for advertising the wants of seafaring men."

*Morning Advertiser.*—"Able and smartly written."

*Daily Chronicle.*—"An ably conducted and interesting paper."

*Reynolds's Weekly Newspaper.*—"A bright little paper."

*Literary World.*—"Will be appreciated by all who go down to the sea in ships."

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*Star.*—"What sailors are interested in, and need to know, is culled from all quarters."

*Liverpool Daily Post.*—"Fast winning a foremost place under the title of SEAFARING. Most popular with seafaring people."

*Liverpool Mercury.*—"In every way suitable for the purpose it has in view. The variety of matter with which it is replete, and the information which it contains, justify its claim to be 'the organ of the seafaring class.'"

*Liverpool Echo.*—"There is plenty of work for this journal with its nominal price and multifarious attractions."

*The People.*—"It will be useful to those in whose behalf it has been started."

*The Democrat.*—"Did useful work."

*Seaboard (New York).*—"Bears that peculiar, indescribable air that most newspaper men recognise as a warranty of long life and prosperity."

*Weekly Budget.*—"A career of much prosperity and usefulness."

*Tonbridge Free Press.*—"Interesting to everybody."

*Mercantile Marine Service Association Reporter.*—"A genuine ring about the articles, which are written in true sailor style."

*Scottish Leader.*—"Its sails are already filled with a favouring breeze."

*Southampton Observer.*—"Advocates the interests of seagoing folk with zeal and ability."

*Western Daily Press.*—"It is well conducted, and is full of original matter."

*Eastern Daily Press.*—"Something in its columns to suit even gentlemen of England who stay at home at ease."

*Hampstead and Highgate Express.*—"No reason why this message to and from the sea should not become one of the most influential organs."

*Hampshire Independent.*—"Well conducted."

*Cork Examiner.*—"Promises to be one of the most valuable of the class papers."

## YARNS. — XCVIII.

### THE MORMON MASTER MARINER.

Once on a time, in '43,  
Ere Unions were, there sailed the sea  
A skipper bold as bold could be,  
A comely man, whose eyes and hair  
Were just the sort for which girls care,  
For these were blue and those were fair—  
So fair in fact that some folk said  
The whiskers were a trifle red,  
But the envious still are underbred.  
He was a pleasant, generous fellow,  
And spared not money—white, or yellow.  
His voice was clear, his laugh was mellow :  
None beat his yarn or quick retort :  
His stature and his name were Short :  
He had a wife in every port,  
For everywhere he slept ashore  
Bill Short would add one consort more  
Unto his matrimonial store.  
At San Francisco he did wed  
An Indian lady, tall and red,  
With feathers growing on her head.  
Down in Jamaica he fell in  
With a young lass as black as sin—  
Of course I only mean her skin  
Was ebony-hued, for heart and mind  
Were snowy-white, confiding, kind ;  
In fact the lady was a find—  
Bill led her to the altar too.  
Then, shipping in the *Cockatoo*,  
He vanished suddenly from view.  
At Rio, Bahia, Guayaquil,  
He followed the same tactics still,  
And wooed and wedded with a will,  
Till many a dark-eyed donna mourned  
With sighs and eyes that burned and yearned

The whiskered don who ne'er returned.  
Through the Pacific Willum went  
On endless matrimony bent,  
Until his stock of rings was spent.  
New Zealand and Australia both,  
Oft heard his tried conjugal oath.  
Java and Singapore were loath  
To part with the much-marrying man.  
The same applied to quaint Japan,  
To China, and to Hindostan.  
The ladies with the lily feet,  
Bill Short's dear name would oft repeat,  
So would the Hindoo maidens sweet.  
To "Africa's torrid zone" at last  
This loving, conquering Willum passed,  
And countless hearts again made fast,  
With ring and book they all were binded,  
For Bill was always legal-minded,  
And every contract duly sign did.  
From kraal and tent and harem came  
Each slender slave, each portly dame,  
Anxious to be his lawful flame.  
Besides brown wife and black-a-moor,  
In Europe Bill had wives a score,  
In every port, on every shore,  
With hair of every earthly hue,  
And eyes black, hazel, brown, and blue,

Danes, Turks, and English lasses, too.  
At last so many wives had he,  
And such a growing family,  
Countless as sand beside the sea,  
That Bill made up his mind to keep  
In safe seclusion on the deep,  
And in rum punch his cares to steep.  
The wives meanwhile grew desperate.  
Their tender loving turned to hate,  
And everywhere they 'gan debate  
On how to catch and keep the traitor  
Who'd choused their poor dear human  
natur',  
Like the most hardened woman-hater.  
They advertised : they questioned chaps  
Who might have seen their Bill perhaps,  
And at the last they packed their traps  
And steamed away to London town,  
A motley throng—black, white, and brown,  
In every kind of cloak and gown,  
All bearing babes upon their arms  
Who added to their mothers' charms  
By bellowing their vague alarms.  
But as they trudged o'er London stones,  
Asking for Bill in plaintive tones,  
That traitor went to Davie Jones.  
And now on gusty nights, I ween,  
A gruesome sight is sometimes seen  
The storm-clouds and the waves between.  
'Tis the pale wraith of Billee Short,  
Pursued as though in ghastly sport,  
By ghostly wives from every port.

## XCIX.

### THE FIRST OF APRIL.

#### CHAPTER I.

The 1st of April, 1888, will be long remembered as a red-letter day in the annals of practical joking on board the s.s. — City, which sailed from Bristol early in the February of that year, bound for the Spanish main. We were manned almost throughout by a jolly young crew of Bristol seamen, and all promised well for a happy voyage, nor were our anticipations in this direction in any way disturbed by the presence on board of a discordant factor in the person of our second engineer, a cad of a fellow, swelled up to the extremes of tension by his own insufferable conceit, and detested equally by officers and crew, for his mean petty tyranny, and airs of superiority he assumed to all.

We were lying in the picturesque little harbour of Viewpoint, Island of St. Lucia, loading sugar, and as is usual on such occasions all the available engine-room force were busily employed at the never-ending, cleaning, fitting, and repairing, necessary to keep the marine engine in an efficient state of running. Tall, for so was the second engineer named, was there, and became—according to his mind—the presiding genius of the operations,

as full of importance as a newly-appointed policeman, with thumb in each armhole of waistcoat, he strutted to and fro the platform. "I would like to know," said he, as he swung round for a fresh perambulation, "who it is who is so busy with chalk on those bulkheads." He was confronted at each turn with chalk caricatures of himself, in which the fantastic cut of his whiskers was absurdly exaggerated.

"I am very much afraid I shall have to find some more work for you fellows' hands to keep your hands out of mischief," continued he, with the air of a would-be Joe Miller, seeking approval of his own witticism. "What the devil are you laughing at, you Santos?"—now fastening on to the Dago, who was grinning horribly at him from behind the discharge pipe. "If you have not got that discharge pipe scoured, so that I can see myself in it, by knock-off time, I will put you bilge diving on Monday, you d—d fool."

"Me no d—d fools, man," returns the irate Dago; "me plenty sabe de scour de coppaire pipe; me is sabe de bilge diave—s'pose you come look in when I finish scour de pipe, me shew you de d—d fools, man."

"Bravo, Sambo, that's not so bad for a Dago," said Alf Chapman, who was drawing the stuffing out of the high pressed piston.

"There's no necessity for you to put your oar in, Chapman," snapped Ball, who was incensed at the Dago's retort, "you had much better get on with your work; you have been all the morning drawing out that stuffing box, which should have taken you a half-hour. You are a much better hand at drawing out that old concertina of yours."

"Glad to hear, sir, you appreciate my efforts in the musical line, at anyrate," was Alf's laughing reply.

Tall had now detected Charlie Miller dodging Pompey behind the exhaust pipe on the top platform, and went for him red hot.

"You Miller," he ejaculated, in his severest tones.

"Ay, ay, sir," answers Charlie, cheerily: "Why don't you mind your work?"

"I have no time to mind my work now," was the unabashed answer.

"How is that?" queried Ball.

"Oh, I thought you knew I was excused from my own work since I've been doing yours."

"When and where have you done my work, sirrah?" demanded Tall, imperatively.

"At any time or place since we have been down round these islands, and I have looked after these boilers, bilges, and condenser, and you, as engineer of the watch, in your bunk fast asleep. The fact is," continued Charlie, "that with long hours, overwork, and starvation, there is so very little of me left that when I leave this hooker I shall only want a supply of paraffin, and fitting up with an internal burner, to equip me for a transparency for an anatomical museum."

There was same audible laughter now at this whimsical *résumé* by Charlie of his woes and grievances, as Tall returned to the charges.

"You see the laugh is against you this time, Miller. You can't make a fool of me."

"You are right, master," was Charlie's ready reply. "Nature has saved me an anxiety in that direction, and I am fully satisfied with her handiwork."

Oall, nothing abashed, or too dull to see the point, continued his hectoring: "I say, O'Connor, you are handling that spanner like a cow would a musket, it's perfectly disgraceful; such awkwardness! I can't understand it I am sure."

"Oh that's easily explained," answered O'Connor, who was gifted with a fair share of that native mother wit that is said to characterise his countryman. "The fact is I followed suit with my superiors."

"In what respect do you follow suit with your superiors, I should like to know?" ask Tall, scornfully.

"In respect of my being more of a philosopher than a practical man," was the ready answer of a man, who was, as far as practical knowledge went, competent to teach Tall his business.

"I'll have you fellows know that I have a handle to my name," asserted Tall.

"Pray what is it?" said O'Connor.

"Sir to the likes of you," responded Tall, with a snap of ineffable scorn. There was a twinkle of mischief in the eyes of the Irishman as he advanced with outstretched hand towards Tall, who was sulkily leaning against the ladder. "Just imagine my abstruseness, shipmates," said he, "but allow me to congratulate you, Sir Tall, on your accession to nobility. Are you a knight or barrowright?" We were all now on the broad grin or laughing outright at this last sally of O'Connor's, so that the affair began to pall upon even the dull sensibilities of Tall, who concluded to retire from the unequal contest, followed as he bounded up the ladder three steps at a time, by the laughing chaff of the assembled firemen and junior engineers. "I'll make a greater fool of him yet," muttered O'Connor, as he followed with an amused and smiling gaze Tall's ascending figure. "To-morrow is the 1st of April, and I'll keep my word, or I'm a Dutchman." The ringing smartly of the telegraph gong now told us that our labours were over till Monday morning. Here endeth the first chapter of this story.

(To be continued.)

A NEW YORK telegram dated August 12, says: Peter Lynch, a seaman belonging to the British steamer *Charles Morand*, has been arrested on the charge of stabbing Alexander Hertz, the mate, to death.

JAMES WILSON, chief engineer of the steamship *Carl Rahkens*, of Middlesbrough, has been tried by the Bristol Marine Board for misconduct and drunkenness at Newport. The accused signed articles on May 21, and was required to join the vessel next morning. On the 23rd the vessel intended sailing, but the accused had left the ship without leave and did not return until night, when he was so drunk as to be incapable of duty. Steam was not ready at the hour appointed, and the vessel was delayed one tide consequent on defendant's behaviour. The court found the accused guilty, and suspended his certificate for six months.

SMUGGLING EXTRAORDINARY.—Recent Singapore papers report an extraordinary case of smuggling at Sourabaya, in Java. A Chinese passenger having died on board a junk which was anchored in the roadstead, the health officer of the port went off, and, after viewing the body, gave the necessary permit for burial. The master of the junk then came on shore and ordered a large coffin of the usual Chinese kind. During the early hours of the morning the crew with the coffin landed, and the funeral procession passed along the streets amid the burning of sacrificial papers, beating of gongs, and the other customary demonstrations of sorrow. One of the crew walked in front carrying the burial permit. After the funeral the party went back to the junk, which immediately put out to sea. In the middle of the day some natives found an empty coffin in the road close by the Chinese cemetery, which not only smelt strongly of opium, but also had small particles of the drug adhering to its sides. The Custom-house authorities found the maker of the coffin, who identified it as the one supplied to the master of the junk; and the dead body of the Chinaman was washed ashore soon afterwards, so that it was clear he had been thrown overboard, and the burial permit used to smuggle on shore a large coffin full of opium.

## HER REVENGE.

(Copyright.)

Lieutenant Killarab was heartily glad when his regiment was ordered off to the Soudan. It put in his way an opportunity of achieving distinction on the field, and at the same time enabled him to disengage himself with ease from a troublesome embarrassment. The embarrassment was Lucy Barton.

The fact was, he had got tired of her. She was too fond of him, too exacting of attentions, too jealously disposed. There is nothing palls on the appetite so soon as fondness excessively bestowed, as Killarab, who was of an impatient and by no means strongly affectionate cast, very soon discovered. He had met her first in a little church in Bayswater, not more than a stone's throw from the dingy stuccoed dwelling in which her father, a well-to-do City merchant, lived and had brought up his family respectably, and in the fear of man. She was pretty, engaging, and unsophisticated. A desperate flirtation succeeded, and before he well knew what he was doing, Killarab found himself one day in the Barton mansion her accredited lover, with old Barton pompously boasting of his possessions and business capacity, and Mrs. Barton making particular inquiries as to the health and general well-being of her future son-in-law's aristocratic relations. Instinctively Killarab felt that he had made a mistake, and his ardour fell as rapidly down to zero as it had before risen to boiling point. Having put his foot in it thoroughly, he was unable to find any means of extracting that member until the order to Egypt suggested a ready escape out of the dilemma. He ran away at duty's call. Not feeling equal to the ordeal of saying goodbye to Lucy, he did not say it.

To his bitter disappointment, the young officer, instead of going to the front, was put on garrison duty at one of the hottest and dreariest of the stations. Having nothing else to do, except bite his nails, which he did freely, he fell to the novel occupation of thinking, and after a few months' broiling and rusting discovered that a good deal of affection for the girl he had jilted lingered in his heart. Later, and on mature reflection, he came to the conclusion that he had been rather a brute, and when he got back to England, with more dust than medals on his coat, he was more impetuously in love with Lucy Barton than ever. He hung about for two or three days in the neighbourhood of the house in Bayswater, and visited the old church and other favourite trysting places, but got not so much as a glimpse of her. He did not make himself too conspicuous, because she had a couple of big brothers, who were disagreeably outspoken, and might do something unpleasant if he fell across their path.

Fortune favoured him at length, and in an unexpected manner. Lady Scroodle, his fifth cousin removed, asked him to her annual ball, and Killarab, who never refused an invitation, went. To his delight, mixed with some trepidation, he found Lucy Barton amongst the guests. He thought she had never looked more charming. Amongst the many pretty women in the room, she was the fairest. It was a little annoying to see that disappointment at his loss had not by any means affected her spirits, and that as she whirled past him in the dance she appeared to be overflowing with vivacity and good humour. Killarab at once conceived a most insane jealousy of her partner, and thought bloodthirstily of what would happen if he had a bayonet in his hand and met this fellow unarmed in the desert. It was exasperating to watch the pair on whom his whole attention was centred winding in and out with rapid motion among the crowd of dancers, evidently enjoying themselves immensely, and utterly careless of the jealous eyes that followed their movements. His opportunity came at length, and when her partner led her to a retired seat with the intention, Killarab had no doubt, of indulging in a quiet flirt, the dance being not yet finished, he experienced a savage satisfaction in putting an end to any fond delusions the man might entertain, by introducing himself to Lucy and asking the favour of the next dance.

It was with a little trepidation that he made this move. He counted upon a chilling reception, but had made up his mind to make the attack boldly and trust to the audacity with which he was abundantly endowed to carry the lost position. They were points in his favour that neither of the big brothers was present, and that old Mrs. Barton was at the other end of the room engrossed in conversation with a number of other choice wall-flowers.

Lucy Barton started when she recognised the voice of her errant-lover. She flushed slightly, and looked up with a coldness that promised badly for his re-instatement.



"So you are back again, Lieutenant?" (There was a curious inflection in the last word, as much as to say, "It is not yet 'Captain' or 'Major,' I suppose?") "What a surprise!" she said; "we have seen nothing of your return in the papers."

This was an unkind cut, under which Killarab winced a little.

"That is true," he said; adding with an awkward attempt at pleasantry, "but the *Gazette* is not yet out, you know."

"You have hopes in that quarter, then? It is said that the authorities distribute their honours with impartiality."

She pretended to refer to her card, and after a moment's hesitation said that there was a vacant line down on the list at his disposal, and dismissed him.

When his turn came round, he found her again in the gayest of moods and evidently disposed to be friendly.

"Half the battle's won," he said to himself confidently.

As they whirled off he threw a look of triumph at his old friend, Major Shottenhall, who had just relinquished the young lady to him, and now stood watching the pair with a provokingly cynical smile playing about his lips.

Killarab, burning to explain himself and make further headway in the attack so successfully begun, asked Lucy a dozen times if she were not tired and would take a rest or have some refreshment. She declared, with a look that made his heart leap, that she was as fresh as when she began, that she adored waltzing, especially with a good partner, and would dance out the piece on any account. On the first opportunity he returned to the subject uppermost in his mind with feverish haste.

"One word, Lucy—" he began.

"It is impossible. Here is Major Shottenhall already come to claim the next dance, of which he has the promise." Major Shottenhall appeared to have obtained the promise of half the dances on the programme.

"I must speak! I must explain," said Killarab passionately.

"Not here. Not now!" she said hurriedly. "Where, then?" he persisted. "Oh, say darling; do not keep me in suspense."

She hesitated a moment, as if unbidden to grant an interview, but seeing his imploring look and gesture appeared to relent, and whispered softly—

"In the old place. On Tuesday."

"My own angel, thanks, a thousand thanks!" She smiled, somewhat as the Major had smiled.

"At the usual time?" he demanded eagerly.

"No. The morning. At—at about eleven. You will be certain to see me there."

The Major was now at their elbows.

"You are in a great hurry to relieve me, Shottenhall," said Killarab with a vexed air. "Naturally," returned the Major, grimly.

A little later, Killarab was disgusted to see Shottenhall, who was at least twenty years his senior, piloting Lucy off to the refreshment room. They were laughing gaily, and appeared to find the subject of their conversation a highly amusing one. Killarab felt that the Major had taken a mean advantage of him; and as soon as he had got through a promised dance with the Hon. Harmonia Serouille, and another with her sister, the Hon. Concertina, he went off to his quarters in a huff, and was fain to smoke six pipefuls to tone himself down before turning in.

There were four days to wait until the time appointed for the interview, and these four days were the most miserable of all Killarab's life—so far. Through some mysterious agency his fellow officers—a few of whom, like himself, were not yet gone on leave—had got an inkling of his love affair, and they chafed him incessantly and mercilessly. Shottenhall was the only man who, so far as Killarab knew, could possibly have played the traitor; and he surely could not have found it worth while to go out of his way to do a bad turn to a friend against whom he cherished no ill-will. Besides, how should he know about it? Was it possible that she—? Perish the thought!

"At any rate, thank Heaven," Killarab consoled himself "they know nothing of the meet-  
ing in the church. Let him laugh who wins."

On the morning named by Lucy he was early astir. To escape the pitiless persecution of his comrades he breakfasted outside—with small appetite enough, and took a turn in the park, until a few minutes past ten, when, unable to contain his impatience any longer, he jumped into a cab and rode off to the Dawswater Church. St. Kildarkin & Firkin-street, was a "high" place of worship, and Killarab, who knew that services of one sort or other were almost constantly going on within its walls, was not surprised to find a number of persons already seated in the pews. He was aware that Lucy would not have appointed an hour when the church was likely to be closed. He entered, and went as quietly as possible to the accustomed seat.

Killarab was not long in discovering that no service was proceeding. His neighbours were evidently assembled in expectation of some function about to take place. A funeral, perhaps, he thought, or a wedding, or a churching—no great matter what, so long as his own mission could be carried on without attracting notice. Meanwhile, newcomers, with faces some of them that Killarab vaguely fancied he had seen before, and not in that place, entered the sacred building.

He was almost startled into a loud exclamation when he saw amongst them young Spatterdash, a fellow lieutenant in his own regiment. Spatterdash at the same moment recognised his comrade, and at once appropriated a place beside him in the same pew, whilst Killarab cursed in his heart.

"What! you here too, dear boy?" said Spatterdash in a gay stage-whisper.

"You can see I am, can't you?" growled Killarab savagely. "What the devil brought you to this place?"

"Brought me here?" repeated Spatterdash with an air of surprise, which was well affected if it was not genuine.

"What! you don't say that you don't know?"

"You see I don't."

"Well, it's quite your own fault, then. Shotts, of the 90th, is going to get married."

"Shottenhall?" cried Killarab in amazement.

"The same; but don't kick up such a row, man. He asked us all down. The other fellows will be here directly. There's an invite for you lying at the barracks, but you sneaked off in such a confounded hurry that you missed it. Shotts is a shy dog, 'pon honour. He kept the affair close until this morning. How did you know? Oh, I forgot, you said you didn't know, didn't you? I thought at first Shotts must have met and told you. Funny you should be here, too, isn't it?"

Killarab ground his teeth. Could anything, he asked himself, be more cursedly unlucky? What would Lucy think? She would come in and find this chattering idiot by his side, and all the other men who were coming, and she would at once conclude that he was practising a monstrous trick upon her, an insult so deadly that he would be an object of odium to everybody for the rest of his life. The idea was maddening. A cold sweat came out on his brow as he thought of it.

He would have rushed out then and there, met her at the doors or in the street, and thus averted the impending catastrophe, but as he rose full of this idea, he saw with horror a number of his fellow officers march up the aisle, and before escape was possible they had responded to Spatterdash's signal, and crowded into the pew which he occupied, and the pews back and front, hemming him in on all sides like hounds round their quarry at the death.

"Hallo, Killarab, you here! We thought you had gone and drowned yourself."

"Or were off to fight a duel with Shotts before breakfast."

"Or making a run-away match with the lovely Barton."

With a groan, Killarab tried to break out, but laughingly they pushed him back into his seat.

"Sit down, you ass! What are you thinking of? You forget where you are. See how you're attracting everybody's attention."

"I must go," exclaimed Killarab in desperation.

"I—I've got an appointment. 'Pon my word, I have."

"Go? Nonsense, man. You can't think of it. What would Shottenhall say if he saw you turning tail just as the fun began? And the incomparable Lucy? Think how horribly cut up she would be."

Killarab scarcely heard them. Gladly at that moment he would have resigned his wretched existence if the earth would only have opened and swallowed him and his tormentors. He expected and dreaded every moment that Lucy Barton would come as she had promised; and then—Oh! if only some accident would happen to keep her away—an earthquake, an eruption of Fenians, or if old Mrs. Barton would have a fit and break her neck—anything would be better than that Lucy should come—there, and then.

Whilst he was tortured with these thoughts, a buzz from the congregation announced the fact, already anticipated by the organ, that the wedding party had arrived.

"Thank heaven!" thought Killarab with relief, "she can't come now. She surely won't come whilst this is going on. We are safe—we are safe!"

"Here they are, Kill," whispered Spatterdash, eagerly nudging him.

"What a sight for the gods!"

"Isn't she lovely?"

"Splendid! Kill, my boy, the Major has stolen a march on you this time."

"Confound it, man," said a fifth, who sat next him, whilst those behind prodded his back with their knuckles, "what's come over you? Look up, can't you, before they've passed!"

Killarab mechanically obeyed; and then, like a stroke of lightning, the truth flashed upon him. He understood now why Lucy had appeared to forgive the past so readily, and had made an appointment with him, at that hour, in that place. He understood now the reason of Major Shottenhall's sardonic smile on the night of the ball, the occasion of the laughing conversation when the Major escorted Lucy to the refreshment-room. He understood now, too, his comrades' knowledge of his love affair, their incessant and pitiless raillery, their presence round the seat on which he sat covered with horror and shame. In the old place! Certain to see her there! How could it be otherwise? For Lucy was none other than the bride who walked, blushing and radiantly happy, on the side that was nearest the Major's heart.

Lieutenant Killarab had been miserably duped; and Lucy Barton was avenged.

**ALLEGED MURDER ON A SMACK.**—On August 12, Mr. Wynne E. Baxter, coroner for Eastern Middlesex, opened an inquest at the London Hospital, Whitechapel, into the circumstances attending the death of Phillip Day, aged 29, a seaman on board the fishing smack *Waterloo*, lately living at 15, Orwell-street, Grimsby, who, it is alleged, came by his death through being stabbed with a knife by Walter Crinley, cook on board the above vessel, whilst cruising in the North Sea, on the 15th July. Sergeant Isaacs watched the case on behalf of the police authorities. Mr. Murrell, of Victoria Park-road, said that he was a fish salesman at Billingsgate, and was the London manager of the Grimsby Fish and Ice Company. The smack *Waterloo* belonged to them, and formed part of the North Sea fishing fleet. On the 26th of July he received a communication from Grimsby, in consequence of which he immediately went to the London Hospital, where he found the deceased lying dangerously ill in one of the wards. Witness asked him questions, but the deceased did not seem inclined to answer them. He did say, "Will the company prosecute the cook?" to which the witness replied, "I don't know. Wait until you get well." Witness had received information from Grimsby to the effect that the *Waterloo* was expected to arrive every day. The boat had been away for 21 days, but the usual time was eight to 12 weeks. Witness heard that the deceased had been stabbed whilst at sea, but Day had made no such statement to him. The company had written to the Board of Trade regarding the affair, but they would do nothing until the coroner's jury had given their verdict. Dr. Alexander Bruce Gordon, house-surgeon, stated that the deceased made no statement while in the ward, but witness had since found the following particulars in the hospital notes:—"Patient brought to London by the Mission to Deep Sea Fishermen. Patient had a quarrel with the cook of his vessel while in the North Sea. Had quarrelled about a knife. The cook stabbed patient with the knife. The knife is an ordinary clasp knife, but had a long, sharp blade." The inquiry was ultimately adjourned until the return of the *Waterloo*.

**OVERCROWDING A CARDIFF STEAMER.**—THE "MARCHIONESS."—At the Cardiff Police-court, on August 9, the master of the steamer *Marchioness*, the passenger-boat plying between Cardiff and Bristol, was summoned for carrying a greater number of passengers than was allowed by the charter on the 27th ult. Mr. Williams, deputy town clerk, appeared to prosecute, and Mr. Carslake Thompson defended. Mr. Williams stated that the number which the *Marchioness* was licensed to carry was 360. He would prove by the evidence of three constables that there were 66 passengers in excess. —Police-constable Roddy said that he was at the pontoon on the day in question. He saw 420 enter the boat up to the time when he had to leave. The *Earl of Dunraven* was lying beyond, but he discovered that there were no passengers on board. Cross-examined: He told the captain that he had his number, and received by way of reply that many of the passengers were going across to the *Earl of Dunraven*. He did not hear him order that no more should be allowed to enter. —Police-constable Dymond said he relieved Police-constable Roddy at 3.35, and saw five more enter by the gangway. This made 425. William Parfitt, mate of the *Marchioness*, stated in defence that many of the people who went on board found they had made a mistake, and left again for the Weston boat the other side of the gangway. —Cross-examined: The only man who knew the exact number was their man at Bristol. They did not produce him. —The stipendiary held that the offence was proved, and that having regard to the public safety a heavy penalty would be necessary. He would fine the defendant £10 and costs, or a month's imprisonment.

## CORRESPONDENCE.

## PRICE OF TOBACCO AT SEA.

To the Editor.

DEAR SIR,—In your edition of the 10th there is an article on the price of tobacco at sea, and I should like to confirm the statement made by a "Member of the Seamen's Union." I made my first voyage in 1881, and have never been charged less than the price mentioned by your correspondent. Last voyage I sailed in the *Andrina*, of this port, owned by E. F. and W. Roberts, and there we were charged the unreasonable price of 4s. 6d. per pound for tobacco, which was taken out of bond in Liverpool at a very low rate. We had a crew of about 30 men, who each bought more or less of the fragrant weed. Some of our men had as much as 11lb. on a passage from Liverpool to Calcutta. Now supposing on an average each man had 5lb., which means 150lb. at 4s. 6d. per lb., I know there was more than that served out, but let us see what that will be. It means £33 15s. After looking at these figures, I think I am perfectly right when I say we were paying 75 per cent., not at all a bad percentage out of

A WELLWISHER OF SEAFARING.

Liverpool.

## ALLEGED BLACKMAILING.

To the Editor.

SIR,—I observe that the Advance Note Bill has been withdrawn, to be incorporated with another Merchant Shipping Bill at present before Parliament. I wish to direct your attention to this bill, and trust you will use your endeavours to eradicate therefrom a clause that I am informed it is sought to have therein, namely, to empower the officials at M. M. Offices to keep a list of the names of seamen who have failed under any circumstances to join their ship after signing articles, or who have been returned by the master (often falsely) as having deserted, and when any of these men present themselves for re-engagement the officials may inform masters and so prevent them obtaining further employment. This information is mostly given by the Board of Trade officer in a very authoritative manner to the master and very insulting to the man, and is a piece of unwarrantable interference with the freedom of contract; and the master generally, in preference to getting at loggerheads with the official, consents, and ships another man; so a seaman who has once offended must purchase the silence of the official. This practice a short time ago obtained at ——— until many men and their families were brought to almost starvation and owing to some to the workhouse, and it was only a man applying for parochial relief and subsequently to ——— the then stipendiary magistrate, that the practice was abandoned. But it is now sought under various pretexts to obtain power by Act of Parliament to again act in this manner. The wires are pulled from ———, and it is hoped and expected that the bill will slip through unnoticed. It would be better to send a man to gaol at once, where he would at least get food and raiment, than deprive him of his means of getting employment, and so famish his innocent family or throw them on the parish. I am a constant reader of SEAFARING, and trust to give you authentic information.—I am, sir, yours, &c.

ARGUS.

[Our correspondent ought to obtain the names of the persons who have purchased the silence of the official he alludes to, and lay that information, together with the official's name, before the secretary of the nearest branch of the Sailors' and Firemen's Union.—ED. SEAFARING.]

## A SERIOUS CHARGE.

To the Editor.

SIR,—By chance I saw your paper, SEAFARING, at the Exchange; still, after looking cursorily at it, the thought struck me that you might like to ventilate as infamous (that's the word, sir, before God and man) a job as ever forced seamen into danger on the rocks or seas, whilst the guilty landmen slept on shore the sleep of safety. Not more than, say, two or three years back, an ironclad was being jobbed by a firm for our Government. One of those engaged in turning adrift this floating man-trap used to see an official inspector come on board, of course, to see that much was wrong, and report that all was right. Now for my proof of so terrible, but so true, an accusation. The above informant dared not shew up the scoundrels engaged, the one in taking, the other in offering—not once or twice, but often—hush money; but he saw this payment to overlook disgraceful and

provable scamp-work, making this ship unseaworthy, made and fully accepted!!

Names, dates, and places could have been easily given me when I heard of this. They may be still within reach; but "the fear of man brings a snare" to some, whose bread is cut off unless they consent to see those "in high places" act the criminal and pass muster as honourable men without bringing to light such deeds of darkness.

As I have not, though illegally attacked at times, flinched from my duty, I give my own name, and remain, yours truly,

W. BEAUMONT.

Terminus Hotel, London Bridge, S.E.,

August 8th, 1889.

[Our correspondent ought to find out names, dates, and full particulars, and communicate with the Secretary to the Admiralty, Whitehall, London, S.W., and, if necessary, also lay the particulars before one or two members of Parliament.—ED. SEAFARING.]

## A SAILOR'S LETTER TO SAILORS.

To the Editor.

DEAR EDITOR,—Shipowners are looked upon as the princes of the realm, both as regards their wealth and the immense trade which is under their command. To carry on their trade and to accumulate wealth every ingenuity has been exercised. To carry out their designs the principles of Christianity have been ignored, and the most demoniac practices have been resorted to, such practices considered no longer criminal but the business qualities of their occupation. These men, no longer in their primitive formation, have remodelled themselves in infamy till they have at last assumed the image of the devil. How many of these have sent ships to sea with the hope of never returning! A ship lost strikes terror in the homes of those who have friends at sea with no hope of their ever returning. What a difference is there in the home of the shipowner, even if it is his own ship. Instead of sorrow, you will hear from his drawing-room the harmonious sound of the piano, the melodious voices of his daughters, which would impress you with the idea that it was the ceremony of a launch instead of a scuttled ship sending its untimely victims into eternity. These are wholesale murderers, for no other name can they be called by. How many poor women have looked to them for assistance! What has been their reply? "We cannot do anything for you. You know it is the will of God. You and I and everyone else must abide by it." These seem hard words from men who have enriched themselves by drowning these women's husbands. What can be expected when these will impute their own villainy and declare in the face of the world that such is the "will of God"? Seamen, whether we have the power or not, one thing sure and certain is that a swift retribution will overtake them, and a more righteous class take their place. We need not hasten the day, for the day is rapidly approaching when, in spite of all our adversaries, we shall receive those blessings which are the true reward for a liberated people. Enmity and malice seem to rankle in the breast of the shipowner when everything is done to destroy us. The paltry card which a Union man holds is denied him. Many tell him that such a thing being in his possession they are unable to employ him. Vipers crawling in the dust of gold, continually hissing for the starvation of seamen and the degradation of their wives and the pulverisation of their children, can they boast of their charitable institutions which are converted into market places to buy their titles in? O Charity, thou great and glorious virtue, can these reptiles dare to crawl to reach the summit of your brow, when hell's portals tremble at the entering in of such villainous guests? They have been known to drop their hide and glaze themselves with hypocritical charity so that some of them have leaped into that august assembly known as the House of Lords. Seamen, bow no longer into submission, but arm yourselves with that virtue which should adorn every man, namely, moral courage, for he who is not possessed of that is no longer a man but a complete fraud upon humanity. To have this courage and to gain our ends, we must be enrolled into the Union. Few know what is union. They think it is only gathering of a few seamen together. But it is a great deal more than this, it is a tribute to God himself.

GEORGE WILSON.

Bootle Branch.

## SUBMARINE BOATS.

To the Editor.

DEAR SIR,—Will you kindly inform me whether any nation is in possession of boats so constructed that they can sink under the surface of the water with their crew for the purpose of

attacking an enemy, and then rise again to the surface at the will of their crew?—Apologising for troubling you, I remain, yours truly, F. FOLY.

91, Lower Chapman-street, London, E.

August 13th, 1889.

[Several boats of the kind have been tried, the most successful belonging to Spain—see page 10—but no boat of this sort is yet in actual use, we believe.—ED.]

## PROVISIONS AT SEA.

To the Editor.

DEAR SIR,—I hope you will excuse me for taking up some of your valuable space in SEAFARING, but I think the time has arrived that there was some action taken as regards the provisions sent on board of ships for British seamen to eat. Now, sir, I see that some of the shipowners are going to try to make some progress in their so-called association to try and keep us poor unfortunate sailors and firemen down to starvation and slavery which they have done in the past; but thanks be to God that some of our Newcastle shipowners will not have anything to do with those selfish and unmannerly shipowners' so-called association, but they will pay their sailors and firemen a fair day's pay for a fair day's work and Union men at that. But that is not it. The shipowners are beginning to find out to their sorrow that the working classes of England are beginning to sting them, and that the working classes are beginning to see that their fellow seamen have been treated like slaves and they mean to assist them in gaining their just rights that they are fighting for. Now, Mr. Editor, I find out that on shore that there are men paid as inspectors, and if this inspector comes across a butcher that sells unfit meat, or if he finds that a shop has got unjust weights or scales, those shopkeepers have to suffer by the penalty of the law. I would like to ask the shipowners whether they come under this law or not, or whether their sailors' provisions are inspected or not before they go on board, as I think they are not, and I would like to ask the shipowners how often do they get their weights and measures adjusted with which their captains weigh their sailors' and firemen's "whack," or "pound and pint" as they call it, and as we sign under the Board of Trade for? The shipowners say we have demanded an unjust rate of wages from them, viz., 3s. per day, which they are unable to pay, and that we sailors and firemen forget that they have to find us in food; but I do not know where they found the name of what they call food that they keep us in, and with the 3s. per day as that they are not able to pay us, and I would like them to deal this food out to us from day to day, and give them any day they like to start, or let them have Sunday, as they know their ships go on Sunday for 3s. per day as well as any other day without overtime. Hoping that some of the poor shipowners will take this up and shew us sailors and firemen which way we have demanded an unjust rate of wages for our labour,

ANOTHER LOVER OF THE UNION AND ITS OFFICIALS.

St. Byker, Newcastle.

## "THE SAILORS' UNION."

Under this heading, Mr. W. T. Gray, of South Shields, has written the following lines, which he sends us:—

TUNE: "The Red, White, and Blue."

You have heard of the "Sailors' Union"

That's now been formed on Britain's shore;

Already thousands have joined us,

And soon we shall have thousands more.

We steer by the old Gospel compass,

From oppression we soon will be free;

The landmen will pray for our sailors,

And say "God bless our lads on the sea."

Chorus—

May God bless our lads on the sea,

For we love them wherever they be;

And we say—with one heart in our Union—

"May God bless our lads on the sea."

There are many upon the broad ocean

Thinking of loved ones and home,

Whilst we are anxiously waiting

And praying they safely will come.

Their hearts and their souls in the battle,

From their colours they never will flee,

With love we remember our comrades,

And say "God bless our lads on the sea."

From Heaven One keeps watch o'er the sailors,

Who Himself was in peril on the sea,

And says, if we will obey Him,

Our hearts from all sin shall be free.

Then when life's voyage it is ended,

And our anchor is cast on Heaven's lee,

Jesus Himself will come and meet us,

And welcome the lads of the sea.



## SEAMEN'S FETE.

The fete in connection with the Southampton Branch of the Sailors' and Firemen's Union was held in the grounds of Netley Abbey on Monday, by kind permission of Mr. Tankerville Chamberlayne. The first special train from the Dock station conveyed about 1,200 passengers, whilst the second in the evening was almost as full. The Union had spared no effort to make the affair a success, and the old ruins had been decorated in a very picturesque manner. Several committees were appointed, and they certainly discharged their duties in a manner that left nothing to be desired. Mr. and Mrs. Chamberlayne entertained the wives of the members at tea, whilst Mrs. Chamberlayne gave a number of prizes to be run for by the children. A troupe of professional minstrels also gave performances during the afternoon and evening, and a lengthy programme of amusements was, in addition, provided, and taken part in with much enthusiasm. In the evening a public meeting was held, over which Mr. J. Lumby presided, and he was supported by Messrs. Tankerville Chamberlayne, J. Lemon, Jonas Nichols, J. Appleford, J. H. Wilson (sec. of the Union), W. M. Maxwell (assistant sec.), T. P. Payne, &c., &c.—The Chairman expressed the great pleasure that he had in being present, and trusted that they would have a very successful gathering, and that the Union might have many prosperous days in store for it.—Mr. Wilson, the general secretary, spoke at considerable length, and expressed his thankfulness to see that at Southampton they had such men as Mr. Chamberlayne, Mr. Lemon, and those on the platform to stand up for the Union. For very many years the sailors had had

## No Friends,

but now they had many springing up, and recognising that what they asked was just. What did they ask? Things now were very prosperous in the shipping line, and all they asked was that the sailors should have some share in the prosperity. What they said was that the shipowners, after their men had made a good voyage, took advantage of them. How long ago was it since they received £2 10s. per month? and he asked whether half of that—£1 5s.—was sufficient for a woman to maintain a house and family. They heard people say—Why did not the seamen put by for a rainy day? His answer was why did they not give them enough money to make some preparation for that rainy day. Why not give the seamen a fair and reasonable amount of wages? Surely men who worked from 80 to 90 hours a week deserved 30s. or 35s. per week, but yet they saw that they were not paid half that amount, and why? They had neglected to do what every other class of men had done—they had neglected to bind themselves together, they were not united, and how could they expect to get what they required. They were thankful, now they were making this effort, that they had such men as Messrs. Chamberlayne and Lemon to

## Shake Hands

with them, and he trusted that many of their leaders of society might do the same, and thus contribute to the happiness of the men and the prosperity of the nation. He trusted that the time would come when Mr. Chamberlayne would be able to do more for them—when he would be their representative in the House of Commons. (Cheers.) He was a Radical himself, but a working man, and was not so blind as to discard any gentleman whom he knew would work for the working men of this country, and he trusted that he might live to see the day when they had many more gentlemen like Mr. Chamberlayne to represent them in the House of Commons, for they sadly needed men of his stamp to represent them. (Cheers.) He then presented Mr. Chamberlayne with an address of thanks. Mr. Maxwell, the assistant-secretary, did the same to Mr. Lemon, and Mr. Chamberlayne, who was loudly cheered, replied. He thanked them very much for the address presented to him, and it was more acceptable because it would act in the future as a stronger inducement to help on the seafaring population of the port of Southampton, and he should always value it as a memento of the pleasant afternoon they had spent, and the good feeling which had been expressed towards him. He bade them a hearty welcome to Netley Abbey, and he was very pleased to see so many seafaring men from Southampton and their wives, and he did not think he had ever been able to devote the grounds to a better use, not only because he knew they had not many opportunities of recreation, but because he believed it would add much

to the cause they all had at heart. He then explained how it was that he first became interested in the sea, when his father bought the old hull of the yacht *Arrow*, which in its time reigned supreme in the Solent and in English waters, and took the only prize from America, and was it surprising that this led him to take an interest in those who toiled upon the waters? He asked himself what was it most made Great (it looked in the map like Little) Britain so much to be feared. Was it its geographical position? Certainly not. Our climate? No. The indomitable

## Pluck and Energy

of Englishmen? Undoubtedly that was the great secret of it. Having strongly eulogised the merchant service, the speaker went on to say that he began to inquire, "Are these men well remunerated?" and he went to several places to inquire. He went to Harwich, Lowestoft, Scarborough, Whitby, Hull, and he went to Liverpool and other places, and he arrived at the conclusion that, considering the risks they ran, and in consideration of their labour, they were most inadequately paid. If they asked him what they ought to receive he should decline to answer, but refer them to the experienced men they had to guide and direct them, but though he would not advise them he would fight for them. (Cheers.) He was not there to utter any sweeping denunciation against employers—there were some good ones and some bad, but what they wanted to do was to get hold of the bad ones. (Hear, hear.) He then proceeded to deal with the labour question, and shewed that whilst the millionaire, who probably had neither toiled nor had he spun, let out his money at interest and received his dividends; whilst the landlord let out his land and received the rent, the labourer—what did he sell? He had something to sell more valuable than all the others—the labour of the sweat of his brow. (Cheers.) God had given him his stock-in-trade, and he had the right to sell it to the best advantage. (Cheers.) Let their demands be reasonable,

## Be Just,

be honest, and they had the employers at their mercy, for they could not get on without their assistance. (Cheers.) He did not wish to say anything on politics on that occasion—let politics take a back seat, but they required representation in the House of Commons. He did not care on which side of the House the man sat so long as he looked after their interests. He advised them to be very careful how they accepted any candidate. They must remember that under the present system—the caucus system—the candidate was selected for them by a very few persons, and when he came before them they should ask the questions, "Who selected him?" (Hear, hear.) "Were they employers? Were they interested in employing labour and keeping wages low?" Human nature was human nature all the world over, and man would think first of himself, and what he said was—Let the working man choose his own candidate. In conclusion, he strongly urged them to take the advice of the men who were their leaders, and, standing shoulder to shoulder, they would win, for perseverance gained the fight and patience won the end. (Protracted cheering.)—Mr. J. Lemon returned thanks for the address and for the splendid bouquet presented to his wife, and assured them that he should value the address very highly indeed. He alluded to the fact that he believed that the British seamen and their wants were not thoroughly understood, and though in Southampton they were fortunate, he pointed to the state of things which prevailed at other ports. There, ships were sent to sea which it was difficult to insure, for one company would not take the risk, and when they did go to sea it was sometimes a question if the owner would not get more profit if it went to the bottom than if it got safe home. That was a thing they ought to alter, and he thought that the British

## Seaman's Life

ought to be insured at the same time. Having spoken on trades unionism, he again thanked them for their kind present.—Mr. Watson Brown, the solicitor to the Union, followed by proposing a hearty vote of thanks to all who had assisted in that gathering. He denied the statements circulated by the opponents of the Union that he was receiving a large amount of pay from the Union, and he strongly urged the men to rally round such a good leader as they had at present.—Mr. Jonas Nichols seconded, and said they wanted more labour and less moneyed men in the House of Commons. If the working men would rally round Mr. Chamberlayne and send him to the House of Commons, they would have one of the most honest representatives of

the working classes there. (Cheers.) If they rallied round him like they did that day at the time of the election, he was sure Mr. Chamberlayne would never forget them.—Mr. Fasham, and the Chairman briefly responded. The Abbey ruins were lit up by all kinds of coloured fire; the band of the 2nd V.B.H.R. played a number of dance selections; there was an exhibition of "Neptune," and the "fun of the fair" was in full progress long after 10 o'clock. The first of the two "specials" for the Docks reached that station at 11.40.

A large number of members of the Southampton Rangers' Cycling Club attended the Seamen's Fete at Netley Abbey in the evening, leaving headquarters, Bedford Hotel, at 6.30, Mr. Walter Fulton (acting captain) in command. A most pleasant ride was participated in, and the outing much enjoyed.

## SHIPOWNERS' AND SEAMEN'S ADVANCE NOTES.

At the Liverpool Police-court, on August 13, before Mr. J. Dickinson, stipendiary magistrate, George Charles Stewart, a member of the firm of W. Stewart and Co., was summoned, at the instance of the Board of Trade, for refusing to pay to the Board the sum of £4 on account of wages due to Griffith Williams, a deceased seaman in defendants' employ. Mr. Paxton appeared for the Board of Trade. In opening the case, Mr. Paxton explained that on a seaman dying at sea the master of the vessel was bound to enter an account of the death in the log and a statement of wages due to him; and was also bound by law to report the event to the consul at the next port the vessel touched at, and if the latter required it to hand over the deceased man's effects to him. If the consul did not require this the master would have to take charge of the effects, and within 48 hours after his arrival at a port in the United Kingdom he was bound to hand over the same, with an account of the wages due to the deceased, to the shipping master. In the present case the defendant was the owner of a vessel called the *Temple Bar*, which, on the 9th of November, 1888, sailed from Liverpool for a South American port with Griffith Williams on board as second mate, at a wage of £4 per month. Williams died at sea on the 8th of December, 1888, and his death was duly recorded by the master, and reported to the consul at Rio Janeiro. The *Temple Bar* was ultimately wrecked on the coast of South America, and when the crew came home the owner, Mr. Stewart, delivered an account shewing the wages due to Williams to be £4, but on the other side claiming as a deduction an advance of £4. A voucher proving the payment of the money was required and duly produced; but by an Act passed in 1880, called the Merchant Seamen's Wages Act, any document authorising or promising the future payment of money on account of seamen's wages conditionally on his going to sea, and made before any wages had been earned, should be void. In this case the money was not paid in cash to the seamen, but this advance note was handed to him, and the money was no doubt afterwards paid by Mr. Stewart. The Board of Trade, acting for the deceased seaman, were bound to respect the law, which declared that advance notes are void and illegal. Defendant contended that they had sued the wrong man, as it was the captain who engaged Williams, and not the owner. He had also paid the money to the deceased's mother before the ship had sailed, in cash.—Mr. Paxton said he would not admit that the money was paid before the ship sailed.—Mr. Dickinson: If you can shew that the money was paid before the sailing of the ship, I think that would be a good answer.—Defendant: I can. We don't treat the officers of the ship as common seamen. It is not the value of the money, but the principle.—Mr. Dickinson: And a very important principle, too.—Defendant: It is a shabby transaction on the part of the Board of Trade. They are tormenting shipowners to death. They know very well that the man received his money.—Mr. Dickinson adjourned the case until Friday, in order to allow the defendant an opportunity of proving that the money was paid before the sailing of the ship.

As an indication of the extent to which steamers are ousting sailing vessels from the timber trade, it may be said that out of 2,580 standards of sawn goods brought into West Hartlepool last week only 300 standards were brought by sailing ships. At the port named the timber trade is very brisk, and a good deal of mining timber is being sent into the Midlands.

## IN THE DOG WATCH.

"Alleged Blackmailing" is the heading of a letter signed "Argus," which we print in another column. To that letter we direct the attention of the friends of the Sailors' and Firemen's Union, who at Liverpool a few weeks ago stated that, although it was known that some Board of Trade officials did levy blackmail, no specific case could be cited.

"Argus" seems able to supply the requisite information, so he should lose no time in laying it before the secretary of the nearest branch of the Sailors' and Firemen's Union. If he will do that the Union will no doubt take the necessary steps to bring the officials to book. Meanwhile it would be unfair and unwise on our part to indicate the particular officials to who "Argus" refers.

If he will take our advice he will have no reason to regret doing so. Many seafaring men could tell startling tales of evil-doing on the part of Board of Trade officials, as well as of shipowners, skippers, mates, and others in authority.

Hitherto the men possessing such knowledge have not only feared to make it public lest they should be boycotted, but they had small chances of publicity.

All that is altered now-a-days. The Sailors' and Firemen's Union is not only powerful enough to see that a man shall not suffer by exposing the knavery of persons in authority, but it is also powerful enough to expose and punish such knavery.

Seafaring men must, therefore, take heart. They need no longer fear ruin as the reward of doing the right thing, and the right thing it certainly is to make public their wrongs instead of suffering them in silence, as they have been wont to do.

The handling of a pen may be a difficult and irksome task to some of our readers. But there is always somebody in a ship's company that can write a letter. Moreover, the Union has a branch in all the chief ports of Great Britain and Ireland, and the secretary at any branch is ready to listen to complaints. No correspondent who has ever given us his name in confidence has found that we have broken faith with him. Unless correspondents desire their names to appear, we do not divulge them. Nobody except the writers themselves and the editor knows their names.

This, of course, is the usual practice with all editors who act fairly. But it is necessary it should be known that it is our practice also, since a statement has been circulated to the effect that nothing is allowed to appear in SEAFARING till it has been sanctioned by the Executive of the Union. That statement is utterly devoid of truth, and numerous correspondents are perfectly aware that it is devoid of truth. When a correspondent sends us for publication something that can be better dealt with by the Union than by us, we refer him or his communication to the Union. That is the only difference we make in the usual editorial practice, and it is a difference in favour of correspondents, as most editors simply destroy letters which they do not insert, and take no trouble to put their authors in communication with people who might help them.

Many grateful letters attest that SEAFARING has already done much good to seafaring men, while it is well known that the Union has done and is doing noble work for them. Seafaring men having thus a powerful Trades Union ready and able to help them, and a widely circulated journal devoted to their cause, are now without any excuse for suffering in silence.

This week we have the pleasure of publishing a novel kind of report in the shape of an account of a meeting of Union men held aboard ship in a foreign port. It is the first report of the kind we have yet had, but we trust it will not be the last. Such reports are not only most interesting to our readers, but they show that Union men while abroad neither forget the Union nor SEAFARING. Meetings of Union men abroad are, moreover, most useful in themselves. They keep alive the spirit of combination and the fraternal feeling by which it is above all things necessary that toilers on the deep should be animated.

"Neptune," our poetical correspondent, is getting a high reputation among his neighbours in South Shields as a poet. It appears that he has written a volume of verse on nautical subjects, and that the volume will see the light one of these days. "Neptune" has also written the Skipper of SEAFARING another most interesting letter, in the course of which "Neptune" mentions that Horace has been his model.

It may interest "Neptune" to know that a gentleman connected with SEAFARING, who has distinguished himself, not only at Oxford University, but elsewhere as a poet and master of the classic literature of ancient Greece and Rome, said, "I like old 'Neptune's' verses. He has a fine classical style." It would thus appear, that "Neptune" has not studied Horace in vain. That "Neptune" also studies nature is clear from his poems, and that the Shields folk like this proves that the Shields folk know what is good when they see it.

## DIALOGUE BETWEEN A UNION AND NON-UNION MAN.

(Scene: Market-place, S. Shields, August 5th, 1889)

Union man: What cheer old shipmate, whither are you bound?

Non-Union man: I've just arrived home, from a Black Sea round.

Union man: You're pale and thin, and you seem short of breath!

Non-Union man: My dear old shipmate, I've been starved to death.

Union man: Alas, my friend, that was a greivous state,

The vessel's name, and port too, pray relate.

Non-Union man: She hailed from Glasgow, I remember now,

Her name, Starvation, painted on each bow.

From Liverpool, our tyrant captain came, A skeleton, and Hunger was his name;

They called the steward Pinch, a German bore

Of pound and pint, the wretch did pinch us sore.

They also kept us working night and day, Our overtime, the wretches would not pay;

But to be brief, and all my ills rehearse, I'll now repeat them in a simple verse:—

We worked like horses,  
And we fed like hogs,  
Were treated as slaves,  
And housed like dogs.

Union man: Go join the Union, for, my dearest friend,  
To right your wrongs the Union does intend.

NEPTUNE.

A member of the S. Shield's Branch.

## PASSED EXAMINATIONS.

Week ended August 10, 1889.

Note.—Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. SS. denotes Steam Ship Certificates.

## FOREIGN TRADE.

Name.	Grade.	Examining Board.
Colbeck, Wm. G.	2 M	London
Gambell, Thos. F.	2 M	London
Bagnall, Jas. P.	2 M	London
Black, Frank	2 M	London
Sjostrom, Carl G. L.	2 M	London
Olsson, Jno. C.	2 M	London
Atwood, A. F. S.	2 M	London
Finch, Sidney	2 M	London
Marsh, Sydney H.	2 M	London
Baxter, Jno.	2 M	London
Atkinson, H. C.	2 M	London
Gardner, Chas.	2 M	London
Wessberg, Sigfjord	2 M	London
Tinburg, Wm. F.	1 M	London
Robinson, J. T.	O C	London
Craig, Wm.	O C	London
Turner, Edwin C.	1 M	London
Gilding, H. S.	1 M	London
Davies, David L.	1 M	London
McClean, Ed. P.	1 M	London
Beal, Walter R.	1 M	London
Hawthorn, Walter	1 M	London
Thomas, Richard	O C	Liverpool
Hood, Peter	O C	Liverpool
Taylor, Josh. S.	Ex C	Liverpool
Duckworth, Wm. Hy.	2 M	Liverpool
Tranter, Jas.	2 M	Liverpool
Weir, Peter	2 M	Liverpool
Hebron, Jno. Geo.	2 M	Liverpool
Harbord, Lancaster	2 M	Liverpool
Moffatt, Wm.	2 M	Liverpool
Splatt, W. A.	1 M	Liverpool
Clingan, James	1 M	Liverpool
Phillip, Harold	2 M	Glasgow
Hayward, Geo.	O C	Glasgow
Boyd, Thos. J. C.	O C	Glasgow
Uistrom, Jno. J.	O C	Glasgow
Kerr, Alexr.	1 M ss.	Glasgow
McKenzie, James C.	1 M	Dundee
Skelling, Andrew	1 M	Dundee
Hughes, David	1 M	Dundee
Woodcock, N. Jno.	2 M	Plymouth
Hutchings, Thos.	2 M	Plymouth
Evans, Wm. Hy.	O C	Plymouth
Hockins, Wm. Jno.	Ex C	Plymouth
Rosser, Hy.	1 M	Plymouth
Cole, G. H.	O C	Plymouth
Sulmon, Reginald	Compass Deviation	Plymouth
Henzell, Wm. Hy.	2 M	S. Shields
Dodd, Christopher	2 M	S. Shields
Smyth, Wm.	2 M	S. Shields
Noal, Wm.	2 M	S. Shields
Mackenzie, Alexr.	Ex C	S. Shields
Thompson, Arthur F.	O C	S. Shields
Bolton, Harry	O C	S. Shields
Forsyth, Jas.	1 M	S. Shields
Demmy, Reg. H.	2 M	S. Hampton
Barnett, Geo. T.	2 M	S. Hampton
Meekely, Martin	1 M	S. Hampton
Bowles, E. L. B.	1 M	W. H'pool
Moorson, Geo.	O C	W. H'pool

## HOME TRADE.

Simpson, Alex. Mate Glasgow

## ENGINEERS.

Note.—Ex. 1 denotes Extra First Class; 1, First Class; 2, Second Class.

Name.	Grade.	Examining Board.
Kendall, Hy.	2	London
Spence, Jas.	2	London
Jones, Geo.	2	London
Williamson, Jas. G.	2	London
Andlaw, W. F.	2	London
Nelson, Andrew A.	2	London
Ferguson, Joseph	1	London
Picot, Philip Jno.	2	London
Anthony, David R.	2	London
Coombs, Nathan S.	2	Liverpool
McKay, Donald	2	Liverpool
Farrar, Jas. H.	2	Liverpool
Pilling, Wm. Fred.	2	Liverpool



Fletcher Wm. M.	2	Liverpool
Humphreys, Hy.	2	Liverpool
Baird, Joseph	2	Liverpool
Oxford, Ben. Geo.	2	Liverpool
Payne, Robt. Wm.	1	Liverpool
Wilkie, Jno. D.	1	Liverpool
Ballard, Wm. Hy.	1	Liverpool
Kerr, Clephane	1	Liverpool
Hean, Wm.	1	Liverpool
Hood, Jno. B.	2	Greenock
Rust, Jno.	2	Greenock
Doron, Chas.	2	Greenock
McNair, Robt.	2	Greenock
Gray, Jno. N.	1	Greenock
McMurdoch, David	1	Greenock
Clegg, Fred. E.	2	N. Shields
Smith, Chas.	2	N. Shields
Wilson, Jno. Thos.	2	N. Shields
Scott, H. G.	2	N. Shields
Wood, Jno.	1	N. Shields
Reay, Geo. W.	2	N. Shields
Turnbull, Wm.	2	N. Shields

## SHIPS SPOKEN.

Achievement, steering south, July 25, 16 N, 25 W.  
 Agnes, Savannah for Stettin, July 27, 44 N, 53 W.  
 Alpha Beta, cutter yacht, off Roca.  
 A Belgian Red Star Line steamer, bound west, July 29, 42 N, 58 W.  
 A barquentine, bound north, showing red flag with white letter "T" in it, July 29, lat. 33, long. 72, by the Valencia s, at New York.  
 A Cunard Line steamer, bound west, August 1, 45 N, 43 W.  
 A Cunard Line steamer, bound west, August 5, 51 N, 15 W, by the Cephalonia s, at Liverpool.  
 A Donald Currie steamer, England to the Cape, August 4, 16 N, 18 W, by the Moor s, at Southampton.  
 A Leyland Line steamer, bound west, August 1, 47 N, 38 W.  
 A Philadelphia Line steamer, bound west, July 31, 42 N, 48 W.  
 A steamer, showing night signals, green light, then Roman candle changing from blue to green, Aug. 4, 15 N, 18 W.  
 Andreas (German barque), from Port Nelson, steering north, 11 N, 25 W.  
 A three-funnelled steamer, supposed Augusta, bound west, August 10, by the La Bourgogne s, at Havre.  
 Aurora (Swedish barque), Pensacola to Buenos Ayres 31 days, July 23, off the Western Islands, by the Raglan Castle, at Falmouth.  
 Alpha Beta (yacht), off Eddystone, July 2.  
 Benares, Pisagua to Channel, May 23, 55 S, 85 W.  
 Betsey, steering south, August 10, by the City of Edinburgh s, at Liverpool.  
 British Commodore (ship), Cardiff to Montevideo, July 19, 14 N, 26 W, by the Bay of Bengal, at Liverpool.  
 Bristol (British barque), London to Perth Amboy, July 29, lat. —, long. 53, by the City of Paris s, at New York.  
 British barque, steering W, July 28, 120 miles east of Sandy Hook, by the Anchoria s, at New York.  
 Benjamin F. Hunt, jun. (American barque), Boston to Melbourne, July 23, 35 N, 46 W, by the County of Cardigan, at Falmouth.  
 Brazilian, Fredrikstad to Algoa Bay, July 11, 3 N, 28 W.  
 Cathinea (Norwegian barquentine), August 4, 50 N, 31 W, by the Briggella s, at Leith.  
 Celtic Chief (English ship), steering SW, 38 N, 13 W, by the Corona s, Wittenberg, at Hamburg.  
 Craigmulien (barque), Newcastle to Valparaiso, July 19, 14 N, 26 W.  
 City of Liverpool, August 10, 51 N, 6 W.  
 Catherina Accame, Tjilatjap for Marseilles, August 1, 35 N, 71 W, by a steamer at Genoa.  
 Cockermouth (ship), of Liverpool, for Melbourne, all well, July 23, 12 N, 26 W, by the Henriette H s, at Gibraltar.  
 Cumbrin, Middlesbrough to Hong Kong, July 28, 19 N, 24 W.  
 Charmian, of Bristol, Swansea to Rio Janeiro 29 days, July 4, 7 N, 27 W.  
 Colleen (Cooleen), of Belfast, all well, July 16, by the Copsefield, at Cape Town.  
 Criccieth Castle (ship), Cardiff to Callao, August 4, 39 N, 13 W, by the Hallamshire s, at Belfast.  
 City of Glasgow, for Adelaide, July 19, 6 N, 26 W; by the Dunscore, at Queenstown.  
 Cypher (brigantine), of Swansea, bound west, August 12, 30 miles SE of the Lizard, by the Potosi s, at Plymouth.  
 Drumlanrig, of Liverpool, steering WSW, July 20, 26 N, 21 W.  
 Dunskeig (?) (ship), steering SE, July 12, 16 S, 37 W.  
 Edith Crossfield, steering south, August 10, 51 N, 6 W.  
 Evangeline (French vessel), St. Lawrence to Marseilles, August 4, 20 miles SE of Cape Saccratif, by the St. Jean, at Cette.  
 Equator, for Falmouth, July 27, 33 N, 71 W.  
 Emeline (British brig), bound north, July 26, in Crooked Island Passage, by the Harold s, at New York.

Finance s, New York for Rio Janeiro, July 29, lat. 32, long. 71.  
 Falkland Hill, July 28, 29 N, 19 W.  
 Fairwind, August 4, 44 N, 29 W, by the Salem, at Falmouth.  
 Fontenaye, Antwerp to Buenos Ayres, Aug. 10, 100 miles SW of Scilly, by the J. M. Blackwood (J. M. Lockwood) s, at Belfast.  
 Four-masted British barque, Endeavour Bay to Falmouth, July 7, 12 S, 22 W.  
 Georgia, of New York, Richmond to Bahia 15 days, all well, July 13, 35 N, 38 W, by the Loch Sloy, M'Lean, at Glasgow, from London.  
 German barque, steering SSW, July 15, 12 N, 23 W.  
 Glen Osmond, London to Port Adelaide, August 5, 45 N, 10 W, by the Thales s, at Liverpool.  
 Guiana (ship), of Yarmouth (N.S.), for Buenos Ayres, all well, July 22, 7 N, 38 W.  
 Glandinorwig (barque), of Caernarvon, Aug. 8, 47 N, 8 W, all well, by the Magnus Mail s, at Sharpness.  
 George Watson (British barque), July 15, 23 S, 3 E, by the Mexican s, at Cape Town.  
 Glenorchy (ship), steering west, July 21, off Agulhas, by the Moor s, at Southampton.  
 Gerhardus, steering S, July 26, 11 N, 25 W, per Ceara, at Lisbon.  
 HRFG, August 11, 49 N, 56 W.  
 Harbinger, London to Melbourne 42 days, all well, July 1, 21 S, 26 W.  
 Harland, of London, August 6, 44 N, 10 W, reported by telegraph from Liverpool.  
 HLPB (British ship), Great Britain to Gulf of California, July 5, 2 S, 30 W, by the Winona, at Santos.  
 HPDQ (English ship), bound south, July 7, 9 N, 25 W.  
 HMFG, steering south, July 25, 15 N, 25 W.  
 HLGFB (British barque), steering W, July 28, 120 miles east of Sandy Hook, per Anchoria s, at New York.  
 Isabel Brown, for Channel, July 2, 20 S, 25 W.  
 JHRB (French barque), June 30, 3 N, 24 W.  
 KGFB (American ship), steering NW, all well, August 4, lat. 43, long. 30, by the Essequibo s, at Havre.  
 KNST, August 12, off Scilly, by the Eliezer, at Falmouth.  
 LFBM (ship), June 30, 3 N, 24 W.  
 Loch Torridon (four-masted ship), steering WSW, August 13, 49 N, 5 W, all well, by the Liguria s, at Plymouth.  
 Llewellyn, for Rosario, July 10, 5 N, 26 W.  
 Luna, of Hamburg, steering SW, August 3, 39 N, 14 W.  
 LDGJ, August 6, 48 N, 6 W, reported from Dunkirk.  
 LRGH, August 7, 54 N, 6 E, per Chester s, at Grimsby.  
 Lizzie Carter (barque), Pascagoula to Santos, July 24, 24 N, long. 83, reported from New York.  
 Llewellyn (barque), Swansea to Buenos Ayres, July 10, 12 N, 29 W, by the Arete, at Falmouth.  
 Laura (steam yacht), of Newcastle, steering south, August 4, 42 N, 10 W, by the Ceara s, Gottsche, at Hamburg.  
 Largo Law (English full-rigged ship), London to San Diego, June 19, 7 N, 23 W.  
 LRGM (barque), August 7, 54 N, 6 E, by the Chester s, at Grimsby.  
 Magnificent, for Liverpool, 41 N, 58 W, reported by telegraph from Liverpool.  
 Majestic, bound east, July 27, 40 N, 58 W, by the Chester s, at Rouen.  
 Maria, Boston to Montevideo, July 27, 34 N, 44 W, by the Samoa, at Falmouth.  
 Meggie Dixon, for Rosario, August 3, 44 N, 9 W, reported by telegraph from Liverpool.  
 Marmion, of Liverpool, August 3, 49 N, 8 W, by the Sunbeam s, at Newry.  
 Monte A, Pensacola for Naples, July 25, off Carysfort, per City of Columbia s, at New York.  
 Maulesden, of Dundee, bound south, August 9, 48 N, 16 W, by the Breiz Izel, at Falmouth.  
 Nachtigall (Dutch barque), all well, July 6, 11 N, 26 W, by the Gryfe, at Greenock.  
 NPRQ (Colonial barque), July 4, 7 N, 27 W.  
 Norden, for Falmouth, July 26, 16 N, 32 W.  
 Overdale, of Liverpool, bound west, all well, July 31, 50 N, 8 W, by the Arturo, at Southampton.  
 Orari (British), 8 N, 26 W, all well, by the Minna Helene, at Lisbon on August 10.  
 Palme, of Bremen, steering south, 18 N, 22 W.  
 PCVT (English barque), June 23 9 S, 32 W, reported by telegraph from Liverpool.  
 Payson Tucker, June 30, 6 N, 24 W, by the Wasa, at Falmouth.  
 Progress (British), Liverpool to Valparaiso, all well, July 26, 9 N, 28 W, by the Ville de Santos s, at Havre.  
 Royal Arch, of Liverpool, bound south, July 2, 8 N, 27 W, all well, by the Lintrathen, at Queens-town.  
 Raglan Castle (barque), of Liverpool, Pisagua to Falmouth 59 days, July 2, 2 S, 30 W, by the Holbein.  
 Rosetta s, for Melbourne, Aug. 11, 140 miles southward of Ushant, by the Mirzapore s, at Plymouth.  
 Shakespeare (Hamburg barque), August 5, off Terschelling, by the Richard Wagner, at Cuxhaven.  
 Sierra Lucena (ship), of Liverpool, July 17, off Cape St. Francis, by the Glenelg s, at Algoa Bay.

Somand, July 22, 9 S, 33 W, per Duchessa di Genova, at Genoa.  
 Tweedsdale, of Glasgow, all well, Aug. 1, 40 N, 13 W, by the Patria, of Westerwik, from Seville, at Middlesbrough.  
 Teresa Picasso, August 4, 36 N, 3 W, by the G. B. Lavarello s, at Genoa.  
 Tangier s, of London, steering west, July 27, 50 N, 15 W, by the La Champagne s, at Havre.  
 Triton (barque), of Elsieht, for Melbourne, Aug. 9, 54 N, 4 E, by the Lord Chancellor, steam trawler, at Hull.  
 The Macbain (barquentine), of Dundee, steering SW, Aug. 8, 46 N, 10 W, by the Tiber s, at Limerick.  
 Tillie Baker, Boston to Sydney, July 8, 6 N, 28 W.  
 Viola (steamer), of North Shields, bound west August 2, 48 N, 35 W.  
 Victory, of Natal (? Mandal), for Quebec, 90 miles SW of Scilly, reported from Plymouth.  
 WTGL (French), August 9, 48 N, 16 W.  
 WFKC (?) (English ship), steering SW, 11 N, 25 W.  
 Warfield (? Wakefield barque, of Boston), New York to Wellington, July 9, 32 N, 39 W, by the Willem Eggerts, at Schiedam.  
 Walter D. Wallet (British ship), New York to Batavia, July 13, 34 N, 31 W, by the Respit, at Cardiff.  
 Zouave (brigantine), of Aberystwith, Cardiff to St. Michael's, all well, August 8, 25 miles NW of Scilly, by HMS Hawk, at Pembroke Dock.

At both the Hartlepoons, and at Stockton and South Stockton, all the builders are busy.

MOST maritime States are said to have notified their intention to send delegates to the International Maritime Conference.

HILARY BENT, master of the *Moss Rose*, was summoned at Ramsgate, August 14, for overcrowding his boat by carrying 170 passengers, whereas he was licensed to carry only 116. Defendant was fined 50s., and 18s. 6d. costs.

THE ENGINEERING AND SHIPBUILDING TRADES.—The following is from a memorandum in the Board of Trade Journal by the Labour Correspondent to the Board of Trade:—The returns sent in this month from the principal organisations of skilled trades shew the labour market to be in a remarkably prosperous condition. With but a few exceptions, the societies reporting state that improvement in demand and increased remuneration is the order of the day. This advance is most clearly indicated in the shipbuilding trade, in the allied engineering industries, and in those branches of production and manufacture which supply them with material. The activity of the shipbuilding trade is almost unprecedented. There is, indeed, still a proportion of unemployed reported of 3 per cent., but this is entirely due to the still pending strike of riveters on the Clyde, which affects at least 700 men, and but for which the proportion of unemployed in this industry would not be more than the '63 per cent., which is somewhat less than the average of that golden year of iron shipbuilders, 1882. In seven societies of the engineering trade, representing engine and machine building, iron founders, smiths, and pattern makers, with an aggregate membership of 85,000, the percentage of men out of work is only 1.75, as against an average for the same societies in July of last year of 5.2.

SEAMEN REFUSING DUTY.—At the Thames Police-court, on Saturday, James Luff, an A.B. on board the ss. *Lundy*, lying in the Millwall Docks, was summoned for disobeying the lawful commands of the master, and for assaulting and beating William Le Lander, the chief officer; and William Dives, an A.B. on board the same vessel, was also summoned for disobeying the lawful commands of the master. Mr. Walters prosecuted, and Mr. Layard (for Mr. Young) defended. The case against Dives was taken first. Captain Frank L. Deacon, master of the vessel, stated Dives signed articles at Penarth for a voyage to the Mediterranean, and to be discharged in the United Kingdom. On July 20, the watches were set, defendant being in the mate's watch. About 12.30 the next day witness saw Dives and Luff, who asked if it was right for them to keep watch. Witness told them he did not wish them to do any work, but to watch and see that the Russians who were working on board committed no thefts. They refused to work, and witness made an entry in the log the next day. The defence was that Dives had had very little rest, and he thought it was very hard that he should have to go on watch. Dives and Luff suggested that they and two other men should take turns, but the captain would not listen to them.—Mr. Lushington said it was quite clear defendant disobeyed a lawful and reasonable command of the captain. He would go to prison for 10 days and forfeit two days' pay. Luff did not appear in answer to the summons, and a warrant was granted against him.

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## TO CORRESPONDENTS.

Correspondents should write on one side of the paper only anything meant for publication, and address, not to 13, Whitefriars-street, but to 150, Minories, London, E.

All communications should be addressed to ARCHIBALD COWIE, SEAFARING Office, 150, Minories, London, E., to whom remittances must be made payable. (Post Office Orders at Minories, London, E.) The Editor declines all responsibility for rejected manuscripts, although when stamps are enclosed he will endeavour to return such matter as he may be unable to use.

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Full particulars may be had of any of the Secretaries, whose names and addresses are:—

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ARDROSSAN.—W. Galbraith, 50, Princes-street.  
BARROW-IN-FURNESS.—E. Clayton, 21, Hind-pool-road.

BELFAST.—R. Price, 56, Corporation-st.  
BIRKENHEAD.—Alexander Shepherd, 12, Taylor-street.

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GRAVESEND.—J. Gravesend.

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LEITH.—R. Smith, Trafalgar Halls, 54, Bernard-street.

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LIVERPOOL (North End).—G. Wilson, Palatine Hall, Bootle.

LONDON (Tidal Basin).—T. M. Walsh, opposite Shipping Office, Tidal Basin, E.

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LONDON (Green's Home Branch).—T. J. Wilson, 9, Jeremiah-street, East India-road, E.

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NEWPORT (Mon.).—John Phillips, 31, Ruperra-street.

SEAHAM HARBOUR.—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

SHIELDS (South).—D. Clement, Seamen's National Union Hall, Coronation-street.

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**J. WILDGOOSE, Secretary.**

**NOTICE.**

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Mr. M. AUSTIN is the Secretary for the above Branch, whose Office is at No. 5, ALFRED STREET (and not at 12, Merchants' Quay, as heretofore), where all moneys are received, and communications should be addressed.

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**Seafaring.**

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SATURDAY, AUGUST 17, 1889.

**THE CONFERENCE.**

THE Conference of fifty-seven delegates, representing as many different Branches of the Sailors and Firemen's Union, which has lately met in Sunderland, has had some results very interesting and satisfactory to all who have the cause of that great organisation at heart. Judging from the foolish talk of one or two persons who contrived to make a good deal of mischief, persons who were not informed as to the facts of the matter were led to believe that the outcome of such a gathering would be a severe censure on the Executive and the dismissal of the General Secretary and most of the officers who had assisted him in his gigantic task of building up the Union. Persons who expected anything so absurd must feel considerably disappointed at the actual results of the meeting, which have proved to be exactly the reverse. Not only did the delegates by formal votes unanimously place on record the fact that the Executive and the General Secretary retain the full confidence of the various Branches represented, but it was also resolved that a testimonial should be presented to the General Secretary, who certainly deserves one, and the Branches will doubtless take care that it shall be a sufficiently handsome one, whatever form it may take. Among other pleasing results of the Conference has been the clearing-up of a good deal of misunderstanding, which misunderstanding will, we hope, never occur again, and ought never to have occurred at all. Certain persons have been far too ready to listen to reflections upon the founders of the Union. Such persons must now feel not a little ashamed of their credulity, and having thus learned a useful lesson they will, no doubt, be wiser in future. Another result of the Conference is to prove the truth of the statement which we have before made, that so far from the Executive and the General Secretary forcing a strike upon the members, certain members forced the strike on the Executive and the General Secretary, who considered it premature. Liverpool members took the lead in this matter, and the Liverpool members proved wrong and the Executive proved right, for Liverpool was one of the places where the strike did not succeed. But as the strike was successful at most of the ports, it has in most cases been justified by events, therefore no more need be said on the subject. Another matter made clear was, that the men of the north-east coast have no wish to monopolise representation on the Executive. It is no secret that two of the branches on the north-east coast

have been the mainstay of the whole Union. It would be impossible to praise too highly their zeal and devotion, and a good deal might fairly be urged in favour of giving them the preponderance on the Executive. But they make no claim to anything of the sort, and they are as willing as anybody to see the Executive made at the earliest possible moment as thoroughly representative of the various branches as possible, and we only hope that any Executive the organisation gets may prove as able as the present one, which has piloted the good ship "Union" through the recent storm and brought her into port, not only with safety and flying colours, but stronger and better equipped than ever. Now that the Union has passed through a desperate struggle and emerged from it so well, seafaring men cannot help feeling more confidence in the organisation than ever. Many of our readers will regret to see that the question of moving the headquarters of the Union to London was not finally settled at the Conference. Many of us think that it is no light matter to transplant the vigorous young tree, which has grown so well in the soil of the north and has thence spread its branches all over the country. Besides it is natural that Sunderland men should be as proud of the Union, as the Union is proud of them. But this is not a matter of sentiment. London being the seat of Government, where Parliament, the Board of Trade, and the various institutions with which it is necessary to be in touch, are placed, a national organisation must sooner or later have its headquarters in London, and the sooner the change is made the sooner will the Union be able to do all that should be done for the seafaring class. Mr. Wilson may be called upon to sacrifice much in making the change, but he recognises its necessity and is willing to make sacrifices. That is all the more reason that we should take care that for the loss of his business he shall be properly compensated.

**VERY SIGNIFICANT.**

"The keys of the maritime world await the claim of a United Mercantile Marine to their possession. The cohesion of every part will undoubtedly constitute the whole the rightful possessor of the appropriate power. Without this a thousand disintegrating fragments play havoc with a splendid heritage. The opportunities for a rally of forces have been frequently presented, but most have passed by unimproved. Again the signs are favourable, the claims are great, the call is clear, and the response should be unanimous. All the great elements in the composition of the Merchant Service would be healthier, stronger, and more prosperous by reason of a united brotherhood of nautical men. The Government, shipowners, underwriters, shippers, and all connected with the commercial life of the service would be invigorated, while the maritime bone and muscle would respond to the head and heart of a full-toned organisation. It is a necessity of the times that infinitely varied and world-wide interests be placed under responsible and capable supervision, and in no other industry are the claims so paramount as that of our sea-borne brethren. The task before them demands not only unity to a man, but resourceful enterprise and patient plodding. To keep pace with the times; improve the tone of the personnel; take up wisely new positions of defence and departure; advance steadily along the lines

of legislation—the while weeding out cumbering and offensive enactments; import new blood into the service, and provide for those whose voyage is ended—all this will require steady application and indomitable courage and perseverance. But the work can and must be done. Maritime supremacy does not mean ships so much as men, and the latter are the most important. Capitalists are embarking in enormous marine undertakings, the population of the world is increasingly on the move, commerce beyond the seas is a growing quantity, and men are wanted who will govern themselves, stand by one another, and advance all round. There need be no jealousies whatever, as the world was never more disposed to move in syndicates, companies, and combinations. There is scarcely a vested interest unfenced by some ring of sturdy vigilant defenders, and all the chief industries, whether in ships, colonies, or commerce, have their strength secured by some uniting band."

The foregoing is a somewhat lengthy quotation to make, but a quotation it nevertheless is. And therein lies its significance. Had we written the foregoing our readers would not have been at all surprised. It is much to the same effect as we have been writing all along. Many are the signs that we have not written in vain. Without claiming this as one of them, we are at least entitled to congratulate our readers on the fact that such an effusion as we have quoted should have appeared not in our columns but in the pages of a magazine, which is the official organ of the Mercantile Marine Service Association. That association is rather too "respectable" for our taste. There are too many admirals, shipowners, and tremendous personages of that sort connected with it, and many of them are so exceedingly shocked at SEAFARING that they do their best to boycott us, a compliment we highly appreciate, proving as it does that we are a thorn in the flesh of the tyrants. But it is precisely because this association is so eminently respectable that the appearance in its official organ of such an article as we quote from is full of significance. It proves, if anything were needed to prove it, that the shipowners are compelled to admit the necessity for combination among nautical men—that unity after all is justifiable. Only a few weeks ago they held that unity was the foulest of crimes on the part of the sailors and firemen. Yet here is the mouthpiece of a society closely identified with the Liverpool shipowners actually preaching that unity is strength, even as SEAFARING has done. From this it is quite evident that the shipowners see that it is useless to attempt any longer to ignore plain facts. Beaten in their efforts to crush the Sailors' and Firemen's Union, they are forming a combination of their own, and the article to which we have given so much prominence may well be meant as a feeler, put forth to suggest a still bigger Union of seafaringmen—one with such honorary members and council as the Mercantile Marine Service Association. A combination of that kind could not, of course, be a real combination. Working men could have no confidence in it, as it would be worked not in their interests but in the interests of the capitalists, and it would soon come to grief. Much as the shipowners would like to provide men with a counter attraction to draw them away from the Union, such an organisation would never succeed and the capitalists must be aware of the fact.

## NAUTICAL NEWS.

IN the House of Commons on Tuesday the Lords' amendments to the Merchant Shipping (Tonnage) Bill were considered and agreed to.

THE Queen has approved of Mr. Pierre Joseph Julien Decrais as Consul at Liverpool for the French Republic.

ARRANGEMENTS are being made for having the harbour of Ballintore, in Ross, deepened and extended.

SIR E. J. HARLAND, Conservative, has been returned unopposed for North Belfast, in the place of Sir William Ewart, deceased.

THE death is announced of Mr. Thomas D. Robertson, of the firm of Messrs. Robertson, Cruickshank, and Co., Liverpool shipowners and shipbrokers.

THE *City of Paris*, which arrived at Queens-town on Tuesday from New York, made the passage in 5 days 23 hours 38 minutes. This is the fastest on record, beating her previous famous passage by 14 minutes.

OWNERS, advices from Quebec state that seamen are in demand in that port just now, and the supply is rather limited. Eight pounds per month for the run to the United Kingdom is the ruling rate.

THE United States Government has received a despatch announcing that General Legitime has handed over 7,500 dol. to the American Minister in Hayti as compensation for the seizure and detention of the United States vessel *Ozema*.

THE screw steamer *Salmon*, of Glasgow, has arrived at Portpatrick with divers and the necessary apparatus on board for the recovery of the wreckage of the iron barque *Roseneath*, which sunk near the harbour there in February last.

THE Committee of Lloyd's intend to found a scholarship of £50, tenable for three years, for students of naval architecture at the University of Glasgow. It will be open to shipbuilders, draughtsmen all over the kingdom.

THE proposal to despatch the Bombay mail on Sundays is being strongly opposed by the Bombay Chamber of Commerce, and a public meeting is to be convened to memorialise the Secretary of State if the Government persists in the suggested change.

THE Government is collecting information regarding the seizures of British sealing vessels by American cruisers in Behring Sea, and it is expected that, owing to the firm attitude of the Imperial Government, the question will be satisfactorily settled.

IT is reported that Sir C. M. Palmer, M.P., has accepted a tender from an English firm for the construction of a graving dock and works at Bilbao, in connection with the ordnance and naval scheme of the Spanish authorities. The amount of the tender is about £60,000.

MESSRS. J. READHEAD AND CO., West Dock, South Shields, have just obtained an order to build a new steel screw steamer of 4,000 tons for a Greek firm—namely, Messrs. Stathatos Brothers, of Braila—and which is to be fitted with all the latest improvements. This will be the fifth steamer which Messrs. Readhead have built for the same firm.

IN the Admiralty Division Mr. Justice Butt has given judgment in the case of the *Orchis*, in which Messrs. Smith Brothers and Co., the mortgagees of 44-64th shares in the steamship, sued the co-owners for contribution towards the expense of releasing the vessel from a master's suit and for dock dues and other expenses. Judgment was given in favour of the plaintiffs' claim.

MUCH enthusiasm is expressed in the Spanish Press and in naval circles, because it is officially reported that the submarine torpedo vessel, *El Peral*, has at last made several successful trials under water at San Fernando Arsenal, near Cadiz. The experiments were conducted with such secrecy that nothing transpired until the sixth trial trip, when the authorities made the result known.

AT Leith, William Rossie, carpenter on board the steamship *Woodstock*, has been fined £2 6s. 3d. including expenses, or 14 days' imprisonment, for having smuggled 14oz. of cigars. It was his third offence.—Margaret Macrae, stewardess on the steamship *Windsor*, was mulcted in £1 5s. 8d., including expenses, with the option of 14 days in prison for concealing 10oz. of cigars.

A MEETING of the Association of Steamship Owners of Great Britain was held on August 9, at the offices of Messrs. Botterell, Roche, and Temperley, Sandhill, Newcastle. There was a large and representative gathering of shipowners from the various north-east ports. Having heard the report of the secretary (Mr. Roche) as to the

further adhesions which had been received since the last meeting, it was unanimously determined to proceed at once with the registration and organisation of the society.

A TIN vessel, in the shape of a top with a big neck, has been picked up at Deerness, Orkney. The case was painted red, sealed above a common cork, and was neatly got up. Painted in white letters around the top of it are the words, "A message from God inside. Kindly open." The message consists of the international Gospel card, on which is printed the flags of 12 different nations. On one side is a text from John iii. 18, printed in 12 different languages. There is also a booklet of eight pages, entitled "He was drowned; I was saved."

AT the Cardiff Police-court on August 9 (before Mr. T. W. Lewis, stipendiary), Captain Bate, master of the steamship *Ruperra*, was summoned for improperly loading grain. Mr. Ingredew appeared for the Board of Trade, and stated that the defendant carried over 500 tons of grain in bulk in the 'tween decks, contrary to the provisions of the 3rd section of the Carriage of Grain Act, from Odessa to Cardiff. Mr. Baker and Mr. Major, Board of Trade officials, having been called to prove the offence, defendant was fined £10 and costs, or a month's imprisonment.

THE Union Steamship Company's Royal Mail steamer *Moore*, which left Cape Town at 5.27 p.m. on July 24, arrived at Southampton at 8.50 a.m. on Sunday, the 11th inst., her gross passage being 17 days 15 hours 23 minutes, and her nett steaming time 17 days 10 hours 18 minutes, the distance run being 6,013 miles, giving an average speed of 14.38 knots per hour over the whole course. The *Moore* on her last homeward voyage made the quickest run on record between Cape Town and Southampton, namely, 17 days 5 hours 6 minutes nett steaming time.

THE report submitted by Commander H. C. D. Ryder, R.N., at the annual meeting of the *Wellesley* training ship, contains eloquent facts concerning the satisfactory state of that establishment. Of the 295 boys—the average number on board the ship—most of them pass into the Royal Navy and mercantile marine, and find the career eminently suitable. This is shown by the figures in the report, covering a period of three years, and stating that of all the lads sent out into the world at the completion of their training only one has been convicted of crime, while the rest almost without exception are described as "doing well."

SIR JAMES FERGUSSON, acting on the direction of Lord Salisbury, has transmitted to the Chamber of Shipping and the Association of the Chambers of Commerce of the United Kingdom copies of a reply by the Russian Government to representations made by her Majesty's Embassy at St. Petersburg with regard to difficulties experienced by foreign shipping at Odessa, Sebastopol, Taganrog, Batoum, and Kertch. The Russian authorities shew a desire to meet such of the British proposals as are compatible with local circumstances; but, on the other hand, the Note seems to imply that in regard to certain complaints lodged by British shipowners and masters of British vessels, misrepresentations have been made.

IN the House of Commons, on August 12, Mr. Channing asked the Under-Secretary of State for Foreign Affairs which of the 13 general divisions of the programme (for the Maritime Conference) proposed by the American delegates had been objected to by her Majesty's Government; and whether an arrangement had now been arrived at; and, if so, what were the subjects which were finally agreed upon for discussion at the conference. Sir J. Fergusson, in reply, said: I am not able to make any further statement at present on this subject. We are awaiting a reply from the Government of the United States. Mr. Channing asked if it was likely they should have it before the rising of Parliament? Sir J. Fergusson: Yes, I think so.

AT the Plymouth Police-court, on August 8, Edward Canosa, seaman, serving on board the schooner *E. C. T.*, was charged with concealing 20lb. of manufactured tobacco on the previous day.—Mr. Fuller, Surveyor of Customs, prosecuted, and stated that prisoner, who is a Spaniard, had served on board vessels trading to Corunna, for the past 12 years. On the previous day, on the arrival of the *E. C. T.*, she was rummaged in the usual manner with the exception of the hold, access to which was difficult, as she carried cattle. The officers, however, had their suspicions, and a part of the cattle having been unshipped, they visited the hold, with the result before mentioned.—Prisoner pleaded guilty, and the Bench fined him the double value and duty, amounting to £11, or in default one month's imprisonment. The money was paid.



## THE SAILORS' AND FIREMEN'S UNION.

### THE CONFERENCE OF DELEGATES.

The following is the statement which we were unable to give last week, made by Mr. J. H. Wilson to the delegates:—

The General Secretary (Mr. J. H. Wilson) submitted a statement concerning the growth of the Union. He said he was proud to welcome the delegates to the birthplace of the Union. It was only about two years ago that he met a large number of shipowners with reference to the Seamen's Widows' and Orphans' Fund, and to the resolution which the shipowners had submitted he moved an amendment to the effect "That we, the seamen and firemen of this port, do not intend to discuss the Widows' and Orphans' Fund until such time as the seamen and firemen are able to elect delegates from all parts of the United Kingdom to meet the shipowners." The shipowner who presided at that meeting stated after the amendment was put that a more foolish amendment had never been submitted, that it was impracticable for the seamen and firemen to accomplish such a thing, and that they would never be able to get delegates together from all parts of the country. He (the speaker) thought that worthy gentleman would now alter his opinion, expressed probably under the heat of discussion. This morning he was able to see men representing 65,000 seamen and firemen, and from every port of any consequence in the United Kingdom. As to the rules, it would no doubt be necessary for them to alter many, or, in fact, to remodel the whole set. The promoters of the Union had no idea when these rules were passed that the Union would grow to such gigantic proportions, but in spite of that he was proud to say that a more perfect set of rules than those in use by their Union was not in existence. Not only had they been able to build an organisation for themselves, but their persistency in sticking to each other had in one sense educated others among the working classes in the principles of trades unionism. Even the factory girls had followed their example, and the tramway men had found out the immense strength of combination. He calculated that the result of the movement was that they had created 300,000 trades unionists. There was a great inclination on the part of the Continental seamen to organise, and he had had repeated requests to go over and assist them. From what he gathered he thought that in Australia, too, many were ready and willing to join their Union.

To our report of last week we may also add that it was decided to hold the annual meeting at Cardiff on October 7. It was also agreed to present Mr. Wilson with a testimonial for the able manner in which he had organised the seamen of the country.

### A PUBLIC MEETING

was held August 8 in the Assembly Hall, Fawcett-street, which was fairly filled by an audience of seamen and firemen, the object of the meeting being the putting forward of various resolutions affecting the interests of British seafarers. The meeting was held under the auspices of the National Seamen's Union, whose solicitor, Mr. T. W. Brown, occupied the chair. Mr. J. Wilson, the founder of the organisation, was present, as well as representatives of the different branches of the Union throughout England, Scotland, and Ireland.

The Chairman, who was received with applause, said he had the pleasure of introducing to the meeting the delegates from the various branches of the Union, which represented a membership of 70,000. (Applause.) The Union had been instrumental in getting British seamen a million and a half more money than they would have got had no Union been in existence. Referring to the effect of the recent strike of seamen, he said they had not been dissolved, but consolidated. They had found out what they could do, and when they got more consolidated he thought they would show the shipowners that they would have a fair day's pay for a fair day's work. He introduced Mr. Wilson as the greatest benefactor that the seamen had ever had.

Mr. Wilson, who was enthusiastically received, treated of some of the grievances which, he alleged, sailors were labouring under, speaking at length on the advisability of the granting of certificates of merit to sailors and firemen. He advocated this, not only in the interests of seamen, but also in the interests of the owners. It was their desire that no sailor should sail until he was able to prove that he had been four years at sea, or one year in the case of firemen. He referred to the miscellaneous lot of men who had manned many of the Atlantic steamers during the Liverpool strike, and said that

many of these men had been discharged after seven days' service at sea with a V.G. certificate for service and conduct. Dealing next with the manning scale, he pointed out the dangers resulting from the undermanning of ships, and hoped seamen would not rest until the Government had brought in a bill to settle the manning scale. Mr. Wilson next advocated the representation of seamen on the Pilotage Boards, the conveyance home of distressed seamen, more sanitary accommodation for seamen, pointing out that the accommodation for seamen was better on many foreign ships than on British ships; the representation of seamen on the Local Marine Board, the Employers' Liability Act, and the vote by proxy. He concluded by saying they must work. Sailors and firemen of this country had too long depended upon a Board of Trade. They had looked upon the Board of Trade as their great-grandmother. They had now found their mistake. Their best and dearest friend was themselves and their organisation.

Resolutions in favour of the subjects referred to were unanimously passed at the close of the meeting, these being proposed, seconded, and spoken on by the various delegates.

### LONDON BRANCHES.

At the Tower Hill branch, Mr. Pleasance, the new secretary, assisted by Mr. Killen, the outside delegate, are meeting with a good deal of difficulty and opposition in their attempts to place the branch on a proper footing.

At a meeting of the Tower branch on Tuesday, August 13, Mr. Evans in the chair, after the adoption of the minutes of the previous meeting, Mr. Killen read the minutes of the special general meeting, which met with the approval of all present.—Mr. J. Killen then moved, and T. Barnum seconded, that Mr. H. Evans should be president. This was carried. It was then moved by Mr. Melton, and seconded by Mr. Barker, that Mr. Rearing should be elected vice-president. This was also carried. It was then put to the members to elect committee men, but only one was nominated. Mr. Melton was proposed by Mr. Killen, and seconded by Mr. Evans. A resolution was then moved and seconded by Mr. Melton and Mr. R. Shea, that the secretary should find out who the trustees are. It was also suggested that he should ask the editor to publish in SEAFARING, under the names and addresses of secretaries, that the meeting night of the Tower branch is Tuesday, 8 p.m., at 263, Cable-street, Shadwell.

At Green's Home Branch, Mr. Clark, the outside delegate, has changed places with Mr. Wilson, the secretary.

At the Tidal Basin Branch, on August 9, the editor of SEAFARING attended the usual weekly meeting, and made a short speech, in the course of which he put before the audience the facts as to his difference with Abbott, and explained certain matters in connection with SEAFARING to the evident satisfaction of the members, who heartily applauded him, and gave him a vote of thanks, together with a kind invitation to visit them again soon, which he promised to do. Referring to the Conference of Delegates at Sunderland, he said that it had resulted, as they knew, in the action of the Executive being approved of. That was the reply of the 47 delegates to those who fancied that the Conference would smash up the Executive. Alluding to the work yet to be done by the Union, he said that the question of better provisions for seafaring men while aboard ship was a most important one, and had already engaged the attention of the Union, and would no doubt be dealt with successfully if the men would but stick together, be true to the cause, and refuse to listen to all who tried to set them against the Union and its leaders, or to sow dissension among them. (Applause.) A member asked the editor of SEAFARING whether it would not be possible to give more general news in the paper, so that it might be of more general interest. The editor thanked him for the suggestion and promised to consider it, saying that he welcomed criticism on the paper and was always happy to get suggestions. The report of Mr. Fowler, the delegate to the Conference from the Tidal Basin Branch, was read and approved of, and it was decided to pay his expenses, the account for which was presented, and considered very moderate.

Tidal Basin Branch, which now numbers 1,000 members, promises to be one of the most important branches in the Union, and at the meeting referred to there were 54 new members enrolled. A sketch of the new banner, drawn by Mr. D. Young, was exhibited by that gentleman, and was admired by the members. The concert, under the patronage of the Aldermen and Council of West Ham, in aid of the branch fund, will

be held in the Royal Albert Music-hall, Victoria Dock-road, on Monday, August 27, when it is hoped that every member of the Union who is in London on that night will attend. The members are also requested to attend a demonstration in aid of the funds of Poplar Hospital, to take place on Sunday, August 25, to start from the Becton Arms, Becton-road, Canning Town, E., at 1.30.

The Deptford Branch met on Tuesday in the Coffee Palace, Church-street, Deptford, when the district secretary attended, and after congratulating the members on the financial position of the branch, exhorted them to make every effort to increase their members, in order that they might rank among the larger branches of the London district.

### LIVERPOOL BRANCHES.

We are still working steadily along, and there are signs of a steady improvement. We are every day enrolling new members, and next week we shall have several Western Ocean liners in, which will bring in a good deal of our men who were out on strike, so we may expect our busy time to commence with their arrival. Last week the police captured Gustav Hoey, one of the Dennison-street boarding-masters who was tried in Liverpool for illegally shipping scabs during the strike, and was fined £5 and costs, and who absconded and went to America. He had the audacity to ship back again in charge of some cattle, and soon after his arrival some of our Union men saw him and gave notice to the authorities, who were not slow to secure him. He paid the fine and costs. His runner, who was fined the same time, absconded too, and he is at large yet. The authorities are on the look-out for him, but up to the present they have not succeeded in capturing him.

### NEWCASTLE BRANCH.

At a general meeting held at Lockhart's, the minutes of previous meeting having been read, on the motion of Mr. Andrews, seconded by Mr. Greenwell, they were unanimously adopted. After the usual business had been gone through, the Chairman, Mr. Errington, addressed the meeting, and gave a report of the conference of delegates held in Sunderland. He said that they had unanimously passed a vote of confidence in the present executive council and general secretary, and that a printed report of the Conference would be sent to each branch so that at next meeting they would have a fuller report than he then gave them.—The Secretary, Mr. Mansell, reported they had 600 members reported on the books of this branch, and that they still continued to increase; he had no doubt that the Newcastle Branch would soon number 1,000.—Mr. George Jackson also addressed the meeting, and urged upon each member to do his utmost to compel all that had not joined to do so at once. He said there were many men in Newcastle that had not come forward yet, and it was the duty of all members to see that they did so.—The meeting adjourned until Monday, August 12.

At a general meeting, August 12, held at Lockhart's, Mr. G. Jackson presided, Mr. Mansell reported a special meeting of Trades Council which had been held, where Mr. Harris, secretary of Trades Council, had been appointed to represent that body at the forthcoming Trades Congress, and he would support the nomination of Mr. Wilson to represent the sailors on the Parliamentary Committee of the Congress. (Hear, hear.)—Mr. Mansell read the report of the delegates to the conference, and on the motion of Mr. Rising, seconded by Mr. Jackson, the minutes and report of delegates to conference were unanimously adopted.—Mr. Mansell was ordered to summon a committee to draw up scale of wages and scale of provisions to be submitted to annual conference. A resolution was also passed, that the wages remain the same as at present until October. Mr. Mansell also gave a report of a deputation to meet shipowners of the North-east Coast. He said as one of the deputation appointed by the Executive Council to meet the shipowners on the wages question, and to shew what benefits the owners would derive by having all Union men to man their vessels, he had explained everything to the shipowners to the best of his ability. But they declined to compel their old servants to join the Union. They also objected to the Union compelling them to ship Union men. As regards the Baltic wages, viz., £5 per month, they thought it too much, and went so far as to say that they would appoint a committee to go among the sailors and tell them that the leaders in the Union were misleading them. As to men being paid off in Cardiff, they asked Mr. Mansell for an instance. Mr. Mansell said that in himself he could give a good instance of not once or twice,

but often. He had been paid off in the Bristol Channel (through no fault of his), and compelled to pay his passage to the North. On being asked if he could not rejoin the ship, his answer was that if he cared to wait in Cardiff until the ship was discharged and ready for sea, he could have joined the ship again; but he had found from bitter experience that the "dearest" way was the "cheapest" for sailors. By paying his passage his wife and family had a chance of participating in the balance of wages left, but if he remained in these distant ports they would get none, for he would have had to use his money to keep himself away from home. The same applied to all sailors in general, more especially the married men. Mr. Mansell said that some of the owners accepted his arguments, but the majority were against the £5 for the Baltic. Mr. Mansell, in thanking them for receiving the deputation, said he was proud that the Sailors' and Firemen's Union had been so successful as to cause the shipowners to unite, and he hoped it was, as the seamen did, for defence alone and not defiance. He said as regarded Unionists being shipped the sailors and firemen would still continue to do the same, and use all legitimate means to compel these non-Unionists to join, and also they would still ask for the Baltic wage £5. (Hear, hear, and applause.)—Mr. Stanley, general secretary of Labourers' Union, attended and stated that the quay side labourers had gained a great victory. On Sunday night they had succeeded in getting 3d. per hour more for night work and 6d. for day work, viz., 9d. for night and 6d. for day work, and also that they were determined not to work with a non-Unionist. He said he had heard from Mr. Mansell that two boats coming to the quay were manned by non-Union crews, who had been shipped during the recent strike of sailors. The boats, he believed, were the *ss. Britannia* and the *ss. Earl of Aberdeen*. Mr. Hanley said that with the assistance of Mr. Mansell they could soon make these men become Unionists, for the labourers would refuse to discharge or load these ships until the sailors and firemen became members of their Union. (Applause.) A vote of thanks to Mr. Stanley and the chairman concluded the meeting.

#### GLASGOW BRANCH.

Mr. Darby writes under date of August 12:—"In reading your last issue I was very pleased to see reported that the Dundee Branch was again making headway, and that my old friend McKendrick was again getting his ship into smooth water after the late storm. I sincerely hope that all my fellow co-workers are able to do the same, especially our friend Smith at Leith, who has had to do a great deal of navigating through the bitter, venomous opposition of his enemies—the Leith shipowners. But he is a sturdy commander, and will pull his craft through with the assistance of the harmony that is again pervading our ranks, which I trust we will all try to maintain, in spite of the many little things that may grieve us and cause us to speak sometimes, perhaps, a little too rashly, and blame each other for what we cannot possibly prevent. My friend McKendrick says that he thinks that I could have prevented men from coming to Dundee to fill up the place of his men. I may say that nothing would have given me greater pleasure could I have done so, but if secretaries neglect until the last moment to send notice of any dispute at their port, how can I prevent men after they are gone, especially foreigners, as he states they were, who may not have been Union men? On inquiry I find that the men were away before McKendrick's telegram came to hand, which was 2 p.m. Let us all remember that the early bird catches the worm; besides, I cannot tie every man's coat-tail to mine and make him honest to his pledge. Some come to me and say that they are going to this, or that, or the other port, to look for work, which of course I cannot object to, as men are coming to Glasgow every day from other ports seeking work; and then there have been several cases where I have warned men not to go, yet they have gone, and when caught by the pickets there, to save themselves have said I have sent them; but I am pleased to know that we have few of such. If I had been so hasty to find fault I should have had many causes to have done so, for men came here during the strike from Dundee and other ports, yet I never rushed into print to complain, knowing that we could not always keep the men in sight or tie them to our bodies when we go to bed, which, like other men, we have to do sometimes. Let us then try to be considerate for each other. I will do my best to help all, as I should be just as grieved, under the circumstances, as my friend McKendrick, which I have been more than once, and let us have patience and push on the organisation, for its wheels will

run smoother by-and-by, even this side of the sweet by-and-by."

#### LEITH BRANCH.

This branch, which has suffered greatly during the past dispute which terminated in a refusal of the shipowners to employ Union men, is now rapidly recovering the same position as it held previously, and the masters and owners are beginning to find out that it is a losing game to keep the men out who are best acquainted with the working of their boats. However, they will just have to put up with some of them for a bit, as they cannot get all their old hands back, for the majority have secured good berths, and at better rates. There is one gentleman here especially who, no doubt, is trying hard to resist the Union and to gain a name for doing so from his employers. If any man wants a ship from him he has to say he has given up the Union, and has to deliver up his book, or if it is found that the man still belongs to the society he is discharged. This person stands occasionally, it is said, at our doorstep watching if any of his hands come up to the office, but, despite all his efforts, some of the best and truest of the members of this branch who are in, and will remain in their Union, are in that person's master's employment. The owners are not all to blame. It is these officious characters who are looking forward to an advance of wages, but some day some of these same men may have to look for a ship as well, and then woe betide them. We are happy to state that there are not a dozen or so of Union men idle here at present, and in a few months we will be stronger than ever we were at first.

#### SUNDERLAND BRANCH.

There is little to report from this branch this week, except that Mr. Johnson Henderson has resigned his position as chairman and Mr. Frank Hines elected. Great discussion took place upon the question of the representation of seamen in Parliament, also in municipal matters. A complaint was also made against working overtime. Mr. George Bush said that he had been in several vessels where he worked overtime and at the end of the voyage the captains refused to pay him. Other members also complained of the same thing. Mr. J. Lee urged upon every member who signed in any ship to be firm in demanding that there be a clause inserted in the articles to the effect that overtime be paid and at so much per hour, for it is quite evident that at some time or the other it had been the intention of the Board of Trade to insert it in the articles, as in the account of wages which is given to men before being paid off there is a column ruled for overtime which may be worked during voyage. Mr. William Lonsdale said that whenever he had worked overtime on board any vessel, he generally made a rule of getting a note from the captain of the vessel to certify that money would be paid, and he advised other members to do the same.

#### HULL BRANCH.

At the usual weekly meeting the decease of a brother member, Olaf Larsen, who was buried by the branch, was discussed. The man in question, though a privilege member, was buried with Union honours, and had a good attendance at his funeral, members ashore following him to his grave. It was agreed that a tablet be placed in the hall "In Memoriam" of deceased brothers, the tablet to be such as in vogue in friendly societies. The minutes of the special general meeting were read and unanimously approved of. The Wilson Testimonial subscription list is now open. Members of this port may subscribe elsewhere, either by P.O. or paying to branch secretaries. Delegates of the branch are to attend the Trades Council meeting to vote a candidate for Trades Congress at Dundee. Shipping is quiet here.

#### GOOLE BRANCH.

At a meeting of the above on August 13, after the secretary had read the minutes and the same had been confirmed, the secretary proposed Mr. S. Sherwood (manager of Union Supply Stores) as an honorary member, and also asked leave to introduce him to the meeting. After being introduced, Mr. Sherwood spoke a few words to the men concerning the stores. He had never been a seaman himself, but it had always been the height of his ambition to be one, but unfortunately he had never been able to attain that coveted honour. But although he had never been one himself he had had a great connection among the seafaring class, and had also been manager of large stores in a seaport town, where most of his customers were seafaring people. He had no doubt the stores would be a great success in Goole, and it would be the means of opening stores in other towns. He called on all the members to assist in this great movement, for it was a move-

ment in the right direction, and it also shewed the power of combination. He had been connected with co-operative stores for the last 20 years, and everything he could do should be done to make it a great success. He called on the members to act according to the motto on the medals and pull together. After a few words from the secretary, the minutes of the special general meeting were read and discussed. A vote of thanks to Bro. Field for attending the meeting as delegate was carried unanimously, and the meeting closed in due form.

#### CORK BRANCH.

The weekly meeting of this branch was held in the Mechanics' Hall, Grattan-street, on Friday evening, 9th inst. Being affiliated to the Trades Council lately, the greatest interest has been manifested by its members in the welfare of the branch which is arousing itself to the position the newly-elected secretary (Mr. Austin) is endeavouring to accomplish for it. The new office of the branch is 5, Alfred-street, one minute's walk from the Cork Steam Packet Co.'s berths, and it is contemplated to establish a large meeting-room, where none but Union men can enter, and provide amusements for the coming winter. The members have promised every assistance in this respect, and we expect to chronicle its opening in a short time. A stirring address was delivered by Mr. O'Sullivan, a member of the Trades Council, to the assembly in the hall on the immense advantages of combination, setting forth the rapid strides Trades Unionism has made in recent years. He dwelt on the great organisation of the Seamen's Union, as affording the most striking illustration. He referred to the founders of the Union as men accomplishing a gigantic work, and that their memory would be cherished in the hearts of the seafaring class all over the world. He hoped that before long the Union would extend its influence into the Continental ports, and by an international combination raise a breastwork, impregnable to the capitalists, and the foundation of continued prosperity. The Secretary also addressed the meeting, and relied on the men surrounding him to persevere in the noble cause; to keep wide of the "scabs" that might encroach on their company; and by adhering to the principles of the Union as men should do credit would be reflected on themselves and honour on the banner of their organisation. A warm vote of thanks to Mr. O'Sullivan for his address terminated the proceedings.

#### GREAT GRIMSBY BRANCH.

The usual weekly meeting of this branch was held at the rooms, 33, Cleethorpe-road, on Monday, the 12th inst. The delegate who had attended the Sunderland Conference gave a brief statement as to the proceedings there. The secretary then proceeded to read the most salient points of the printed minutes, a copy of which had been forwarded to him by the executive. Great satisfaction was expressed at the manner in which the conference had been conducted, and the resolutions which were passed. The question of the Wilson Testimonial Fund was introduced by the delegate, who gave a humorous description of the pecuniary difficulties which the General Secretary had encountered in his visitations to the different branches, particularly in Ireland. On the motion of T. Chilton, seconded by E. Dales, it was resolved that we, the members of the Grimsby Branch of the N.A.S. and F. Union, do make a voluntary subscription towards presenting our General Secretary with a testimonial in recognition of the valuable services he has rendered to, and his untiring efforts on behalf of the seamen and firemen of the United Kingdom. Carried unanimously. The secretary was instructed to draw up a suitable form for the above purpose. As a proof of the great interest still taken in the Union by the men, several members of other branches attended the meeting and shewed their marked approval of the business done at the conference.

#### DUNDEE BRANCH.

At our meeting on Monday night the question of the runs was considered. The conduct of the men who had been the means of breaking down the wages at the end of the season, when they had been kept up throughout the whole year without any difficulty whatever, was strongly condemned. Thereafter the following resolution was unanimously passed, "That as soon as a crew is picked out for a vessel, they should appoint one of themselves delegate, who should act as mediator between the captain and crew, and see that the men who were far back in their contributions should immediately pay up and look after other necessary Union business." The wages promised by the shipowners here on the termination of the strike, namely, £4 10s. per month or 30s. per week, have been given in every case, with one



exception, where a scab crew was engaged, so that very few men are now out of employment.

#### SOUTHAMPTON BRANCH.

The Royal Mail Steam Packet Company, replying to the Southampton Branch of the Amalgamated Seamen's and Firemen's Union with reference to the recent agitation for an increase of wages, state that after considering the correspondence and proceedings of the deputation which interviewed the directors, they are of opinion that the present relations of the company with their employés are quite satisfactory.

#### WEST HARTLEPOOL BRANCH.

This branch, though one of the last formed, is not one of the least in point of numbers, being now 1,000 strong, and in other matters second to none. At our general meeting on Friday night, August 9, Mr. Bailey (president) in the chair, Mr. Randall, late delegate to Sunderland, was invited to relate his experiences whilst there. He prefaced his remarks with the observation that he had more faith now in the success of the Union, and in the ability and disinterestedness of the founder of it, viz., Mr. J. H. Wilson, than ever he had before. Continuing, Mr. Randall mentioned one incident which should go side by side with some of the libellous reports of Jack's drunkenness which appear in the papers from time to time. It was to the following effect: Nine of the delegates were taken by the skipper to a hotel for the night. On being asked to name their drinks previous to parting these drunkard representatives had the neck to call for one half of sherry and nine small bottles of lemonade. So much for Jack's drunkenness. At the close of Mr. Randall's very lucid address, a hearty vote of thanks was given that gentleman. After a little further business the meeting terminated. It has been decided to raise the entrance fee to 10s. 6d. on Monday next at this branch.

#### GRANGEMOUTH BRANCH.

At the weekly meeting of this branch held in the Masonic Hall, on the 13th inst., Mr. Alex MacNab presiding, the secretary gave due notice of his intention to resign a month from date as required by the rules. The meeting unanimously refused to accept his resignation, but he persisted in giving the notice.

Considerable indignation was excited by the fact that eight men had come from Glasgow to ship in the ss. *Craighill* for 5s. less than the wages of the port. These men declared they were told at the Union office that the rate of pay here was £4 5s., and this statement was corroborated by the Board of Trade official, who was with the men. On being seen by the local secretary, Mr. Byrne, they demanded the Grangemouth wages, which were at once conceded. A telegram concerning these men was sent to Mr. Darby, but was not answered. This branch wishes it to be distinctly understood that the rate of this port is—sailors and firemen, weekly, £1 10s.; ditto, ditto, monthly, £4 10s.; trimmers, monthly, £4 5s.

We subjoin copies of letters received by the Grangemouth secretary, in reference to alleged breach of the Merchant Shipping Act by Captain Charles, master of the steamship *Tay* :—

The Trades Union Congress Parliamentary Committee, 19, Buckingham-street, Strand, London, 12th August, 1889.

DEAR SIR,—I have forwarded your letter, together with one of my own, to the Board of Trade, and have now received the enclosed reply. Kindly return the letter to me, with any observations you may be disposed to offer.—Yours, very truly,

(Signed) HENRY BROADHURST.  
Mr. C. Byrne, Grangemouth.

Board of Trade Marine Department,  
London, 9th August, 1889.

SIR—I am directed by the Board of Trade to acknowledge receipt of your letter of the 1st inst., transmitting a copy of a letter from Mr. Byrne, secretary of the Grangemouth branch of the Sailors' and Firemen's Union, relating to certain breaches of the Merchant Shipping Act alleged to have been committed by Captain Charles, master of the steam ship *Tay*. In reply I am to state that the Board has instructed their solicitor to take proceedings against the master of the steamship *Tay*, under Section 155 and 166 of the Merchant Shipping Act of 1854. With regard to the remarks of Mr. Byrne concerning the employment of Procurative-Fiscals in private business, I am to observe that the question is one for the consideration of the Lord Advocate rather than of this department, and that the agent of their solicitor at Edinburgh, who has been

employed with reference to the charges against Captain Charles, is not a Procurative-Fiscal.—I am, sir, your obedient servant,

(Signed) R. GIFFEN.

To H. Broadhurst, Esq., M.P., London.

#### NEWPORT BRANCH.

The weekly meeting of this branch was held August 8, at the Tradesmen's Hall, Mr. G. W. Davis chairman, Mr. S. Goole vice. The case was mentioned of the crew of the ss. *Monmouthshire*, who had come out because the captain would make the crew stand off on Sunday when the ship was in port. Two of the crew being Union men were asked to stand with the rest, but one of the men used a very foul expression against the Union and went in and signed. The delegate brought the report before the branch, and it was carried that H. Wrackham be expelled from the Union, and that John Williams be fined 30s., for acting contrary to the rules of trades unionism. It was resolved to ask the secretary of the Cardiff Branch to deal with those Cardiff members the same that went to sea in the ss. *Monmouthshire*. After a little more business the meeting closed at 10.30 p.m. Number of new members for the week was reported to be 42.

#### UNION MEN ABROAD.

A meeting of some members of the Blyth and South Shields Branches was held on board of the ss. *Waterloo*, of Glasgow, on August 6, at Bordeaux. There also was present the crew of the ss. *Eggleston Abbey*. The meeting was opened by our worthy brother Lindsay, who moved that Mr. Thomas Beaton take the chair, which was seconded by Bro. Gordon, after which Bro. Beaton most willingly consented to undertake that position. On rising he wished to draw our attention to the position in which we, as the crew of the *Waterloo*, were placed. He (the chairman) made the acquaintance of Captain Hughes at Blyth, when he asked him for a crew and was told a crew he could have, but just under the Union wages. The money being too high, the captain said that he thought £3 10s. or £4 a month was quite sufficient to keep any man's wife and family on. Our chairman then asked him, "Was that enough to keep him and his wife?" His reply was, "Oh, look at my position." The chairman said, "Yes, you must allow that seamen are different now to what they were 20 years ago, both in intellect and education: and the sailors have a position to hold now." This captain was all very nice ashore, making men believe that he is a most gentle and kind-hearted man, but different at sea. Our voyage from Blyth to Cronstadt was all very well, but on arriving at Cronstadt, then things took a tremendous turn. Firstly, the men's hash was stopped. Secondly, each man had to content himself with three potatoes. We might try and put up with that, but not with the cursing and swearing, for he has as fine a crew as ever sailed out of Blyth or any other port of the kingdom, the men working hard, and being very civil, sober, and steady. Then there is the meat. A man comes for his breakfast. He gets a dry biscuit and coffee; for dinner a piece of pork, the smell of it enough to give you the fever, and with it three potatoes. If you have some of this grand meat left from dinner you can enjoy it for your tea, if not do without. We have made up our minds that as soon as the fresh code of articles comes out every man sticks to it and won't sign but just by the Union Articles. (Hear, hear, and applause.) At this stage of the proceedings the chairman called on our worthy brother Logan. On rising, he said that things on board of their ship was bad as well as any ship. First, he must mention the water that they had to drink. It was not fit for men to drink; what with bad meat and bad water the men were in a very weak state. They went aft to speak about it, and I must give credit to the mate in the manner in which he spoke. He was very civil, and that was a great thing at sea (if there was more of that how happy and contented men would be). We were told if we did not like the water we could do without it. Our worthy brother finished his speech by adding he was very glad to think that men were able to hold meetings on board ship, so as to strengthen the cause. He was very happy to see so many Union men together, and hoped that this meat and water question would be looked into. Our worthy chairman here rose and wished to draw Bro. Logan's attention to the fact that the water which was on board of their ship was got at Baltimore, and was even refused by the inhabitants of Baltimore. They would not use it at all. This water was got on board because it was cheap, and the men have to drink it. Why should the owners of vessels allow their captains to get this water? Where was shipowners' humanity to use men in such a manner? If shipowners only had

a taste of it, what a difference would occur then? However, God speed our Union, let us go hand in hand, let men stick together, and let us see if we can not have more humanity on board ship. Let them look at the great demonstration we had in Newcastle. Did that not help us on and cheer us up to bring others along with us? Brother Logan here rose, and said he would like to hear one or two men give their mind on the Union and its benefits. He would like to hear Brother Gordon, who had joined us, and who got up and said he was indeed glad to think that he had joined, and wished the Union every success. After one or two of our brethren had addressed the meeting, it was brought to a close after a hearty vote of thanks to the chairman and all who took part in the meeting.

#### SEAFARING DISASTERS.

*Ananda s*, of Greenock, from Frazerburgh for Königsberg, with herrings, grounded at Saltholmen, but got off with assistance from Kastrup. Agreement £150. Divers report no damage. Vessel will proceed.

*Alice Bannister*. A telegram from Totland Bay, dated August 8, reports: *Alice Bannister* has gone on the shingle near Elbow Buoy, but will get off on the flood tide.

*Active*. H.M.S. *Active* arrived in Leith Roads and reports that 20 miles off the Yorkshire coast she was in collision with the German barque *Eintracht*, of Danzig, bound from Sunderland to Danzig with coals. The latter vessel was cut in two, and sank. H.M.S. *Active* lost her jibboom and headgear. The crew of the *Eintracht* were saved and landed at Leith.

*Ada* (yacht), of Liverpool, from Bergen, arrived at Lerwick with loss of boat, davits, and sidelight.

*Adonia*. A telegram from Lloyd's agent at Aberdeen states: *Adonia*, which grounded athwart harbour channel, is to be lightened in hope of floating; no apparent damage meantime.

*Argentino*. Telegram from Lloyd's agent at Lisbon states: *Argentino* (British s), Odessa for Sharpness, is being towed into Lisbon by British steamer *Calanus*.

*Astoria*. Lloyd's agent at Monte Video telegraphs, under date August 12: *Astoria* (British barque) has gone ashore on the English bank, and will probably be a total wreck.

*Blanche*. A report from Lloyd's agent at St. Vincent, C.V., dated August 2, states: *Blanche*, from Liverpool, laden with railway iron, put into St. Vincent, July 31, leaky.

*Bella-port*. Cablegram from Iquique states: British barque *Bella-port* drifted ashore leaving port. Vessel and cargo totally lost. Five of the crew drowned.

*Clara*, from Mauritius for Falmouth, has put into Port Elizabeth with loss of stanchions and bulwarks. Jettisoned a portion of cargo.

*Countess Evelyn s*, collided *Dewi Wyn*, of Beaumaris, light, Falmouth for Newport, in River Usk, breaking four stanchions and mainrail and doing other damage.

*China*. A cablegram from New York, dated August 12, reports: *China* (British schooner), from New York for Carupano, grounded on her way down the river, but got off apparently without damage.

*Cambala*, Cardiff for Bahia, put into Swansea, reported to be leaky, and portion of crew refused duty.

*Craigend* (British barque) reports having passed British barque *Harold*, Newport for Buenos Ayres, in lat. 34 S., long 52 W., partially dismasted in a gale. She did not require assistance.

*Cineona*. Telegram from Lloyd's agent at Constantinople states: British s *Cineona*, from Antwerp (general), went ashore at Scutari; afterwards assisted off.

*Chipchase*. Lloyd's agent at Bridlington Quay telegraphs: *Chipchase s*, of Newcastle, in ballast, and the *Christine Sophie*, Norwegian barque, also in ballast, from London, have been in collision, and the s has towed the barque into Bridlington Bay, the former with bows damaged, and the latter with damage to broadside.

*Christine Sophie*, see *Chipchase*.

*Dunbritton*. Telegram from Lloyd's agents at Brest states: British s *Dunbritton*, from Newcastle, coals, has grounded on Vases, in Lorient Roads, in consequence of a leak.

*Dewi Wyn*, see *Countess Evelyn*.

*Deddington*. Cablegram from Quebec states: *Deddington s*, from Sydney, C.B., for Montreal, is ashore at Matane, and is making water badly. Assistance will be sent at once.

*Ethiopian* (barquette), Irvine for Waterford (coal), arrived at Kingstown August 10 with topsailyard and mizenmast carried away.

*Elsie*. A report from Mauritius, dated July 31, telegraphed from Colombo August 12, states: *Elsie* has put into Mauritius leaky.

*Eintracht*, see *Active*.

*Friendship*. A telegram from Bristol reports: *Friendship*, of Bideford, with stone, bound to Plymouth, collided, on 7th inst., in Princess-street Lock, with the *Hope*, barge, light, from Devizes to Bristol. Former damaged, 18 feet of port bulwarks, mainrail, stanchions, two rails, and bill board, &c.; latter's bows damaged on port side.

*Flora*, see *Genmar*.

*Gem*, Lloyd's agent at Belfast telegraphs: *Gem* (steam tug) has sunk in Spencer Basin.

*Giacomo Mortola*, Lloyd's agent at Philadelphia cables: *Giacomo Mortola*, laden with lumber, was abandoned, after having been in collision with the *Prudentia* (British s). The latter has plates bent and bulwarks damaged. Crew of *Giacomo Mortola* landed at Philadelphia.

*Genmar* s, arrived Gravesend with bulwark plates, bridge and davit on portside damaged through collision with *Flora*.

*Haleyon*. At 11.30 a.m., August 12, as the *Haleyon* s, belonging to the General Steam Navigation Co., was proceeding down the Thames off Fountain Tier, Rotherhithe, she collided with the *Sunbeam*, tug, towing some loaded barges up the river, sinking the tug, also one of the barges. The crew were rescued by watermen's boats and by jumping on to the barge that did not sink. The tug sank in mid channel.

*Harold*, see *Craigend*.

*Helmley*. A telegram reports: *Helmley* s, from Coosaw, has arrived at Plymouth with tubes leaking.

*Hope*, see *Friendship*.

*Hercules*, see *Saint*.

*John Samuel*, see *Mohawk*.

*Kathleen Mavourneen* s, from Drogheda, broke down off the N.W. lightship in the Mersey, and was taken in tow by the *Nora Creana*, and brought into the Mersey and docked.

*Kama* s, ashore at Kem: owners have arranged with Dronheim Salvage Company, who have despatched a steamer with men and appliances to this vessel's assistance.

*Lady Cecilia Hay* (schooner), of Peterhead, from Buckie (herrings), arrived at Danzig, having been ashore at Neufuehr. Damage, if any, unknown.

*Luzoo* (British s), leaving Aguila Harbour, grounded and remained fast several hours, but was got off after discharging part of cargo, and proceeded after reshipping 20 tons of esparto. Has sustained no apparent damage.

*Latharna* (British s), has put back to Philadelphia with machinery out of order.

*Laurestina* s, collided *New Staithe*s, Whitehill Point, South Shields, doing considerable damage. S proceeded to sea; damage unknown.

*Lincluden* (British barque), London for Port Natal, put into Rio Janeiro leaky.

*Lilydale* (brigantine), before reported beached at Rosslare, has been towed to Wexford to discharge; vessel reported making water.

*Mary Ann* s, Liverpool for Kinsale, put into the Old Harbour, Holyhead, on the 13th August leaking badly. Water one foot above stokehole plates on arrival.

*Maggie* (schooner), from Connan's Quay for Swansea, bricks, has been towed into Holyhead with loss of boat and leaky, having been ashore on Platter Rocks, Skerries; extent of damage unknown.

*Mohawk*. Lloyd's agent at Cowes, I.W., telegraphs: Cutter *Mohawk* lying at anchor in Cowes Roads, was fouled by barge *John Samuel*, and sustained damage to bulwarks and stanchions on starboard quarter. *Mohawk* proceeded to Southampton for repairs.

*Moliere*. Lloyd's agent at Barry telegraphs, August 12: *Moliere* s, in entering dock, struck the pier, smashing two plates on port bow.

*Navigator*, of Lowestoft, lying at Seaham Harbour, coal laden, exploded (Tuesday) owing to accumulation of gas. Forecastle damaged. Two men burnt.

*Nellie Pickup*. Cablegram from Lloyd's agent at Cienfuegos, states: British schooner *Nellie Pickup*, bound hence in ballast, was struck by a squall and capsized; crew landed at Cienfuegos.

*New Staithe*s, see *Laurestina*.

*Olympia*. Telegram from Lloyd's agent at Malta states: British *Olympia*, from Cardiff for Aden, has put into Malta leaky, and is discharging her cargo.

*Oxford* s, has been towed into Revel by the Hamburg *Carmen*, with propeller loose on shaft. Was towed about 146 miles.

*Ocean Belle* (schooner), Newcastle for Wexford (coals), put into Great Yarmouth to stop leak.

*Prince Lucien*, Pascagoula for Greenock, reported ashore on Chandeaur Island. A cablegram from New Orleans states endeavours are being made to save ship and cargo.

*Prudentia*, see *Giacomo Mortola*.

*Robert Anderson*. Lloyd's agent at Copenhagen telegraphs that *Robert Anderson* (British schooner), from Inverness from Konigsberg, with herrings, grounded at Sondre Rosse, but got off without assistance.

*Sara* s, of West Hartlepool, coal laden, put back to Cardiff, drain plug of boiler having blown out. One man severely scalded, was brought ashore and taken to hospital ship. Damage repaired in Roads.

*Saint*. Lloyd's agent at Milford Haven telegraphs August 13: The *Saint*, schooner, of Runcorn, for Mewlyn, laden with salt, was in collision with H.M.S. *Hercules* in Milford Haven Harbour on 11th inst., and sustained damage to bowsprit, stanchions, and part of rail. The schooner was towed into Pembroke Dock by a Government tug.

*Sunbeam* see *Haleyon*.

*Slouth Hound*. Telegram from Southampton states: Yacht *Slouth Hound* ashore at Calshot. Tug sent to render assistance.

*Troutbeck*. Telegram from Wismar states: British *Troutbeck*, from Hartlepool for Wismar, coals, grounded, but floated after jettisoning portion cargo.

*Zenobia*. Telegram from Bahia states: *Zenobia*, (British barque), totally lost on Aracaju Bar. No further particulars.

## SOME FUN.

### DIM RECOLLECTIONS.

Clerk (sitting up in bed, holding on to his head): "Oh dear, oh dear! When I was a little hazy yesterday I asked the chief to let me marry his daughter, and now I don't know whether he gave me the mitten or not!"

Principal (vainly trying to eat at the breakfast table and holding his aching brow—talking to his wife): "We were pretty gay yesterday, and the clerk asked me for Ida. Now, by heaven! I don't know whether I promised him her hand or not!"—*New York Mercury*.

### EXPATRIATED.

Particular boarder: "This fish, waiter —"  
Truthful waiter: "Was killed this morning."  
Particular boarder (approvingly): "You did right to kill it."

Truthful waiter (inquiringly): "Yes, sir?"  
Particular boarder (firmly): "Because it had been ashore so long it had forgot how to swim, and would have drowned if ever it went to sea again."—*Burdette*.

### DROVE HIM TO DRINK.

Policeman (to Mr. Jenkins, who is fumbling with his night key at a house on Western-avenue): "You don't live there any longer, Mr. Jenkins."  
Mr. Jenkins (suddenly sobering up): "What's that you say?"

"Why, your folks have moved to the south side."  
"Well I never! So they did, didn't they? . . . I told Maria when she was jawing about taking down the stove that her frightful temper would drive me to drinking."—*Detroit Free Press*.

### BRINGING HIM TO THE MARK.

"And you do really love me, Charlie?"  
"Love you, Jennie? With all my heart and soul."  
"Well, I'm glad to hear you say so, but —"  
"But what? Surely you cannot have any doubt of the sincerity of my affection?"  
"Not exactly. Still —"  
"Still what?"

"Well, I thought that if you had loved me you would have a—that is to say—I think—I thought, you know, you would have kissed me before this—that is —"

"Upon my soul, Jennie, knowing you were a Boston girl I didn't dare to, but here goes now, you bet—"

Let the curtain fall.—*New York Mercury*.

### THE MALTESE WAS FOUR LAPS AHEAD.

"By the way, Bob, did I tell you about the drinking match down to the house the other night?"  
"No; what was it?" "Well, you see, we got some milk after supper, took two saucers and filled them and then called in the cats and let them go. They both started at the same time, and I tell you it was just rich to see them get away with it." "Well, how did it come out—which one won?" "The little Maltese." "How badly did he beat the other?"

"Oh, the white one stopped a moment to lick his chops and the Maltese came out four laps ahead."—*Buffalo Express*.

### WASTE V. WAIST.

"Laura," said the young lady's mother not unkindly, "it seems to me that you had the gas turned rather low last evening."

"It was solely economy, mamma," answered the maiden.

"There is no use in trying to beat the gas company, my daughter. I have noticed that the shutting off of the gas is always followed by a corresponding increase of pressure."

"Well, that lessens the waist, doesn't it, mamma dear?" replied the artless girl. And her fond parent could find no more to say.—*Terre Haute Express*.

ABOUT 2,500 labourers at the East, West, and South Docks have struck work for an advance of 1d. per hour.

The owners of the *Thomas Jolliffe* have received a telegram to the effect that the crew are all saved.

In answer to a question by Dr. Kenny, in the House of Commons, Mr. Raikes said the mail service between this country and Canada was provided by the Canadian Government, and the subject was one for that Government to deal with.

ACCORDING to a Parliamentary paper just issued, the total amount of deposits in the seamen's savings banks in November last, including interest received from the Commissioners for the Reduction of the National Debt, was £225,664, of which £70,608 was deposited during the year. Between 1855 and March 31, 1888, 1,820,150 seamen's money-orders were issued to the value of £10,871,648, and in the year ending March 31, 1889, 82,994 such orders to the value of £355,044 were issued from ports in the United Kingdom, and 4,330 to the value of £61,122 from ports abroad.

## MRS. MAYBRICK'S CONVICTION.

An open-air meeting in front of St. George's Hall, Liverpool, was held on Monday evening in favour of Mrs. Maybrick. It was attended by about 4,000 persons. The proceedings were orderly, and, though there were some few dissentients, the petition was adopted by an overwhelming majority. Mr. Bennett Anderson, a Baptist evangelist, proposed the resolution in favour of a petition, and the Rev. Musgrove Brown seconded it. A Mr. Beatty proposed an amendment, but was hooted down, and glad to make his escape to the North-Western Hotel opposite, from the indignant crowd.

A meeting was held at Cannon-street Hotel on Tuesday to consider the verdict in the Maybrick case, and with but one dissentient a resolution was adopted condemning the comments of the judge and the finding of the jury, and praying for a remission of the sentence. A request to allow an amendment to be submitted was emphatically refused by the audience.

Mr. Justice Stephen had an interview of an hour's duration with the Home Secretary on Tuesday.

A Liverpool correspondent reports that Mrs. Maybrick was very prostrate and ill on Wednesday, and ate nothing. She was in the evening visited by her mother, who has stated to an interviewer that her daughter was educated in Germany, where she resided till she was 16 years old, and there used cosmetics containing arsenic, though as to the extracts from flypapers she could not say anything. She knew of a prescription given her by Dr. Griggs, of Brooklyn, when she stayed there with the Baroness von Roque, but could not say whether the prescription was lost. It contained arsenic, and was used as a face wash by Mrs. Maybrick. In reply to a question as to what Mrs. Maybrick meant by saying from the dock that important evidence had been kept back, the Baroness said she could not possibly conjecture.

Since the verdict was given Sir Charles Russell has been deeply interested in the strenuous exertions of a large section of the public, and has, moreover, given countenance to those exertions by such active work as might under the exceptional circumstances be reasonably expected from the condemned woman's leading counsel.

The Central News says that public enthusiasm on the subject has led to letters and memorials being sent direct to the Queen, as well as to the Prince and Princess of Wales. Pressure has also been put upon nearly all of her Majesty's Ministers, accompanied in not a few cases, notably in those of Mr. Matthews and Mr. W. H. Smith, by threats involving political intimidation. As regards the Home Secretary, the right hon. and learned gentleman is deaf and blind alike to the clamour and the demonstrations of the condemned woman's sympathisers. He declines all applications for personal interviews, rigidly refusing to see anyone who is not officially concerned in the grave subject which is under his consideration. It is understood that the final court of appeal in Mrs. Maybrick's case will be two judges and an expert in toxicological matters.

A petition from Liverpool in favour of Mrs. Maybrick was despatched to the Home Office on Wednesday night, and amongst the signatures, which numbered 50,000, were those of 100 solicitors and many medical men.

At the Valley Petty Sessions, Aug. 12, the White Star Line Company were sued by Robert Williams, Trinity pilot, Holyhead, for £25 14s. 6d. for piloting the *Teutonic* when she came to Holyhead, on July 26, to embark the directors of the London and North-Western Railway Company and a number of guests to view the naval review at Spithead. Mr. E. G. Roberts, who appeared for the plaintiff, said he had received a telegram from Messrs. Dickinson, the solicitors to the White Star Line, asking that the dispute be referred to Admiral Mackenzie, the Queen's harbour-master at Holyhead, or to Admiral Dent, the marine superintendent of the London and North-Western Railway Company, as the captain of the *Teutonic* was at sea with that vessel. The case, by consent, was adjourned to the Holyhead Sessions, on the 28th inst.

LAST Monday afternoon the new No. 3 gateway of the Hudson Dock, North Sunderland, was opened by the steamer *Mombassa* passing through. Some time ago the River Wear Commissioners commenced a series of improvements to the harbour and docks, including the removal of Raven's Wheel Rock in the river, the lengthening of No. 1 graving dock, the erection of a new coal spout, and, of course, the works at Roker, and the ceremony on Monday afternoon marked the completion of this important work. A number of the Commissioners were present, including Mr. James Laing, chairman and builder of the *Mombassa*. Mr. Laing, in opening the gateway, said it was part of a large scheme of harbour improvements which the Commissioners were carrying out, and which would conduce to the further prosperity of the port. The *Mombassa* is one of the largest vessels ever built in Sunderland or on the North-east Coast.



*Lucknow*, Lidstone master, of London, which sailed from Newcastle, N.S.W., for San Francisco, with coal, on Feb. 22, was spoken March 13, in 33 S, 179 E, and previously referred to as overdue, was posted August 14th, at Lloyd's as missing.

THE French General Transatlantic Company has further developed its business by the creation of a new line of monthly steamers between Marseilles and Havre.

CHAMBERS of Commerce at the chief ports in France are shewing, at the Paris Exhibition, plans in relief, views, drawings, &c., of the harbours, docks, and shipping facilities generally, of the places to which they are affiliated.

SOME of the members of Lloyd's Visitation Committee have made no secret of their surprise at the advance in the last year or so of the ports in the West Hartlepool district as a shipbuilding centre.

At the Greenwich Police-court, August 14, William Livett, master of the passenger steamer *Princess Mary*, was summoned for having on board his vessel 475 passengers, a greater number by 56 than the number (419) allowed by the Board

of Trade.—The magistrate said he must have the ticket collectors in attendance, and for that purpose the further hearing of the summons was adjourned.

THE most powerful marine beacon in the world has recently been erected at Hantsholm, on the coast of Jutland. The tower contains two steam engines, each of 35-horse power, for driving the two Meritens dynamos that supply the electric current for the gigantic lamp at the summit of the lighthouse. The lamp, which is constructed on Le Baron's principle, sheds a constant light of 2,000,000-candle power, and is so arranged that the keeper can watch and control its working from his room on the ground-floor by means of a system of prisms and mirrors, and needs only to ascend to the lantern in the event of damage or to renew the carbons. Besides the lantern the tower contains powerful air pumps which actuate two powerful fog-signals.

THE 29th quarterly report of the Associated Shipwrights' Society states that trade generally continues very good, and that the members of the society are now in receipt of the second advance

of wages secured by treaty with the employers in February. The rise applies to all the members of the society over the whole of the north-east coast district. After allowing for deaths and lapses, there has been an actual gain of 231 members during the quarter, raising the total number to 4,902, and it is hoped that 5,000 will be easily reached by next report. The satisfactory management and condition of the society is evidenced by the financial report. The income for the quarter has been £1,777 6s. 3½d, the outlay £671 5s. 4d., leaving a gain of £1,106 0s. 11½d., which, added to the previous sum in hand at the beginning of the quarter, gives a present balance of £9,613 6s. 8½d. The income is £180 better than last quarter, and £730 more than was received in the corresponding quarter of last year. There has been some difficulty on the piecework question on the Tyne, but the matter is being satisfactorily dealt with.

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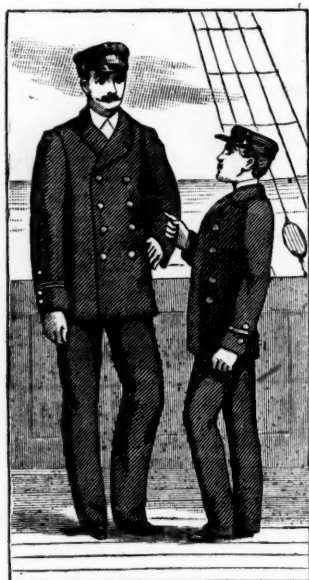
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